EWS*magazine* of PACIFIC FISHERIES

TUNA fisherman

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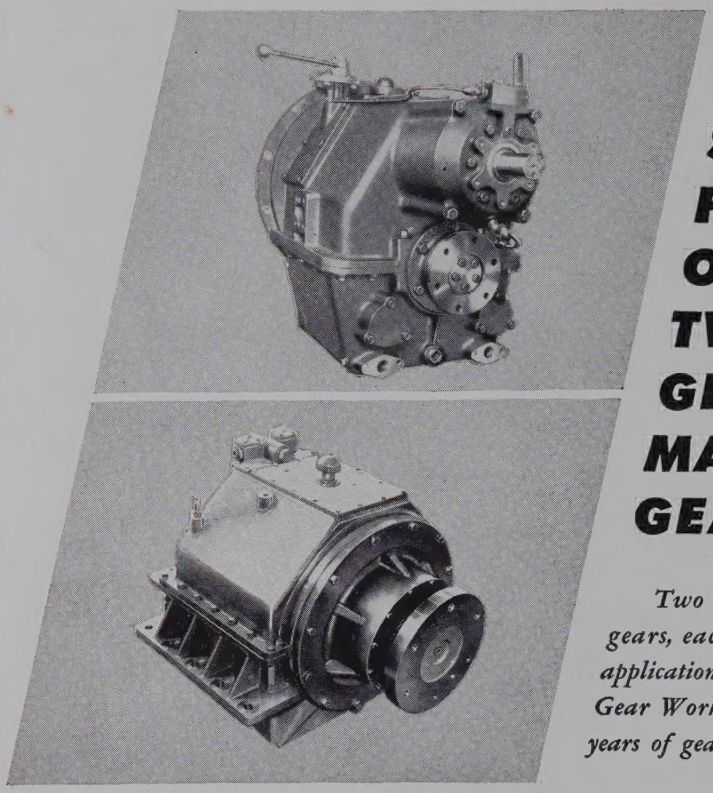

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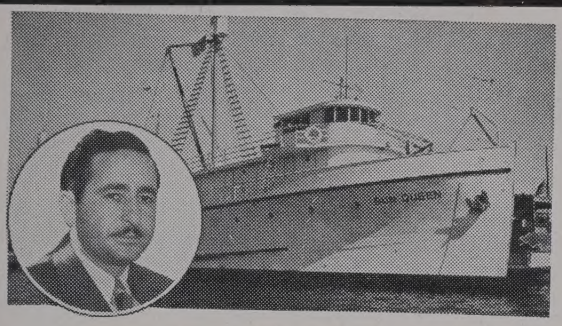

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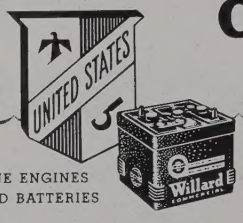

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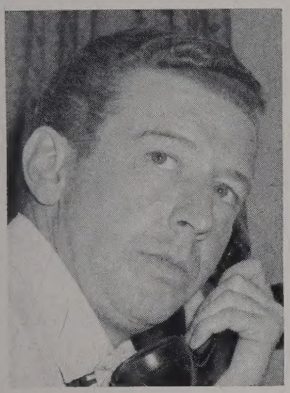
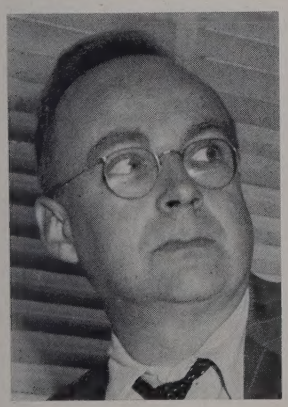
DON'T FORGET!

For some time the editors of the magazine, *Tuna Fisherman*, have felt that there must be, from a commercial fisherman's standpoint, a story beneath the well-known dry facts and statistics surrounding the major seaports of the Pacific Coast. What part, for example, has commercial fishing played in the tremendous growth of these ports; what has been this mighty industry's economic contribution to their expansion; what has been commercial fishing's worth politically to foreign or domestic government through the years since its birth? What of the industry's pioneer leaders; their struggles; their lusty, tumultous lives? And what, moreover, has commercial fishing contributed in the advancement of science, allied enterprises, sociology, Democracy? These questions, and others, are to be answered by the magazine, *Tuna Fisherman*, as completely as is possible, by a series of stories based on the histories of 18 great Pacific Ports. They will be written by *Marine Press'* John Springer, and the first will appear at about 15,000 words, complete with photographs, in the December 1 issue of this publication. Each article will be placed in the center "spread" of the magazine, with separate cover, and bound to the parent issue in a manner affording easy detachment for readers who desire to retain it as a reference for filing, or for other purposes. Remember: December 1 is the date!



If you take the word of Seymour E. Francis, the likes of Roger E. Montgomery and Clifford V. Pool are enough to make any scribe sit up and take notice. "When a Broadway producer and the owner of a tuna boat team up to *colossalize* the lowly fish," says Francis, "It's time for story-tellers to get busy." You'll want to read, therefore, his *Mr. Montgomery and Mr. Pool*, in this issue. Francis' article, of course, is based on the arcana behind the National Fish Show, to come off in San Diego January 8 to 16. How the extravaganza was conceived, the people behind it, and why San Diego was selected to play host to it is explained on Pages 18 and 19. Francis, who formerly was Publicity Director of San Diego's Chamber of Commerce, has accepted, incidentally, the job of Port Series editor for this magazine, a post for which he is well qualified. Prior to his C of C connection, he was News Editor of the San Diego Daily Journal.



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the magazine of PACIFIC FISHERIES

Tuna fisherman

NEWSmagazine Published Monthly, Serving the West Coast Fishing Industry

Dedicated to the Industrial Advancement of a Great Industry

Volume 2 NOVEMBER, 1948 Number 6

TABLE OF CONTENTS

Let's Talk It Over 5

Report From Washington 7

Julius A. Krug 8-9

Is The Purse Seiner An Engine Of Destruction? . . 11

Let's Be Sensible! 13

Last Frontier 14

Men And Machinery 15

Ebb'n Flow 17

Mr. Montgomery And Mr. Pool 18-19

Monterey 21

Milady 25

Waterfront Observer 31

Advertisers Index 4

THE COVER

Gliding out of *TUNAMAG'S* November cover is the *VELERO* IV, Marine Research Vessel for the University of Southern California. A complete marine laboratory, the *VELERO* has the flowing lines of a big modern tuna boat, but the interior is completely taken up with the latest scienific equipment. Designed by G. Bruce Newby, Naval Architect, the 110 foot addition to fisheries exploration is fast and compact.—Photography by Allied Craftsmen, San Diego.

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Index to Advertisers

American Processing Co. ..... Inside Back Cover
Atwell Supply Co. 6
Avondale Marine Ways, Inc. 16

Ival L. Barker 34
Barney and Barney 36
Bay Shore Motors 1
Bob & Ray's Auto Sales 4
Bunnell Photo Shop 28

California Electric Works 4
Clipper Supply Co., Ltd. 4
Cutri Insurance Agency 1

A. E. Dann & Co. 34
De Falco's Market Co. 16
Diesel Technical Service, Inc. 32
Drake & Bullen 35
Cecil Drake 16

Electronic Engineering Co. 4

Famous Market 1
Fishermen's Yard 4
Charles Fletcher 28

Golden West Hotel 34
Graphic Arts 32

Harbor Boat Building Co. 4
Harbor Boat & Yacht Co. 36

J. Jessop & Sons 30

William Kairot 26

Langhorst Cafe 4
John E. Leanders 34

Management Committee (Prop. No. 15) 20
J. J. Martinac Shipbuilding Corp. 2
Robert D. Maxwell Co. 24
Meliorate Co. Products 12
J. M. Myers 34

National Fishing Show 10
National Iron Works 26
New World Life Insurance Co. 34

Pacific Electronics 4
Peterson Boatbuilding Co. 30
Pierce & Blackstock 36
P. M. Chemical Co. 26
Point Loma Pharmacy 26

Reliable Contractors 32
Charles B. Roger Co. 2

San Diego Marine Hardware 1
Save Our Fisheries Committee (Prop. No. 15) 22

Tacoma Boat Building Co. 36
Top's Restaurant 35

Universal Canning Machinery Co. 24

Vernon Ship Supplies 30
Virgil's Market 26

Western Gear Works ..... Inside Front Cover
Western Salt Co. 4
Westinghouse Electric Co. ..... Back Cover
M. G. White-Starke 32
Winther Pipe Shops 4

Young's Market Co. 24

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946.

Of the magazine, Tuna Fisherman published monthly at San Diego, California for year ending October, 1948.

State of California, County of San Diego, ss.

Before me, a notary public in and for the State and county aforesaid, personally appeared Oscar de Beck, who, having been duly sworn according to law, deposes and says that he is the Publisher of the magazine, Tuna Fisherman, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the act of August 24, 1912, as amended by the acts of March 3, 1933, and July 2, 1946 in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Oscar de Beck, 3920 Bernice Dr., San Diego, California.

2. That the owner is: Cecil W. Drake, 1145 Harbor Drive, San Diego, California; C. L. Kaufmann, 4021 Lamont, San Diego, California; M. O. Medina, 655 San Elijo, San Diego, California; J. M. Medina, 760 Armada Terrace, San Diego, California; Cosimo Cutri, 618 Arroyo Drive, San Diego, California; Joaquin A. Medina, 850 W. Upas, San Diego, California; Oscar de Beck, 3920 Bernice Drive, San Diego, California.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are, none.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

Signed OSCAR DE BECK,
Publisher

Sworn to and subscribed before me this 25th day of September, 1948.

Signed: THELMA L. GRESHAM.
My commission expires March 28, 1949

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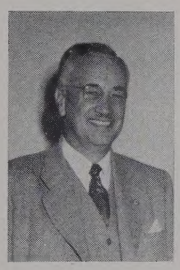
Let's Talk It Over

NOVEMBER 2, Election Day, is virtually here. On that day all men and women of voting age are given the opportunity to exercise their rights as citizens. The clear cut duty of every good American is to use that right in a manner designed to elect men, or to enact legislation, which will benefit the largest majority of our citizenry. This is the fundamental principle of a Democratic government. Intelligent voting can be accomplished only when the public is properly and fully informed on the issues at stake. In other words, when one goes to the polls it is a duty to ask of oneself, and be as certain as is possible of the right answers to these questions: Is this or that legislation constructed to benefit the bulk of the people? Is this man qualified to fill the office he seeks? Is he sincere; is he honest? Does he have the interests of the greatest number at heart, and, if so, has he the courage to work under *pressure* brought about by selfish lobbying? Many of this Election Year's Propositions are astoundingly vicious; some are merely idiotic, a few are reasonable and just. The consideration of these Propositions, in every case, however, should be accompanied by serious thought. Men can be elected, and also removed, from office with fair ease. Legislation, approved and voted in by our people is another matter, for, when a legislative okay comes from the polls the decision becomes a law. If later these laws are found to be detrimental to the public good, then many years may elapse before they can be changed, modified, or repealed.



SHOULD our California citizenry vote *Yes* on Propositions such as 15 and 6, as an example, it will mean enactment of laws that are formulated and so constructed to benefit but a small, selfish, minority. Enactment of these laws will institute ineffectual conservation measures, which could utterly destroy a large portion of California's economy. Enactment of Propositions 15 and 6 would mean that the voting public has accepted statements involving conservation that are without scientific proof and background; that the public has invited higher fish prices, that our voters are willing to throw thousands of their fellow men and women out of work, and, last but not least, passage of these two misguided measures would go far toward immobilizing the development of a sustained yield management program, set up to benefit the people of California now, and in the future. Does anyone seriously imagine that, if these Propositions go into effect, the sports groups will be satisfied? And, if next election year more ocean closure is put through, that it will not seriously effect benefits such as the Farrington Act, and the two fish bills put through by the State Legislature of California into law as of September 19, 1947? Here are these benefits. Read them; then study the ramifications involved. Public Law 329 of the 80th Congress, approved Aug. 4, 1947, known popularly as the Farrington Act, states in part:

THAT it is the policy of the United States to provide for the exploration, investigation, development, and maintenance of the fishing resources and development of the high seas fishing industry of the Territories and island possessions of the United States in the tropical and sub-tropical Pacific Ocean and intervening seas, for the benefit of the residents of the Territory of Hawaii and Pacific Island possessions and of the people of the United States. The same Act also states in Section 3 that in carrying out the purposes and objectives of the foregoing Sections, the Secretary of the Interior may cooperate with appropriate agencies of the Territorial and Island governments, and with such educational, industrial, or other organizations, enterprises, and individuals as may be expedient. The Farrington Bill carried legislative approval for the purchase of three vessels to be used in research work, and the commercial fishing industry gave full assurance of cooperation, advising that anyone in the industry would be happy to render service in this connection. The two California State Bills, which are of overwhelming importance to the fishing industry are (1) A 50-cent-a-ton Privilege Tax on *sardines only*, to be paid by the commercial fishing industry; the proceeds therefrom to be used for research work on sardines, and a $300,000 appropriation a year, for a period of four years, to go to University of California, for research work on various species of fish, to be carried on under the direction of the Scripps Institute.

DOES anyone further imagine that, if the whole ocean were closed to all except sports interests, there would be reason to carry on this research? These two Propositions, 15 and 6, therefore, would appear so palpably imbecile that very little should need being said about them. The fact remains, however, that they have received such attention from various groups as to constitute an economic menace of a nature so virulent that civic, business, and professional groups throughout the State have joined in open protest. It is possible that, in addition to other ramifications involved in these Propositions, the groups so opposed to the measures have given thought to their possible effect on international markets. Passage of the bills could invite an influx of Japanese fish into the United States in open competition with American fishermen and industry; flood our markets with inferior fish products in competition with these same people; result in dissention between management and labor; increase taxes, and drive living costs upward.

IT must be recognized that today there are many foreign governments lobbying for, and receiving approval by, other foreign governments on fishery concessions in the areas developed almost entirely by the American tuna industry. These concessionaires are the competitors which could make ghost fleets of our American fishing vessels. Russia, for one, would like nothing better, it must be assumed, than to control the Pacific fisheries. When progress involving fisheries off the American coast is stifled, a welcoming hand is extended to U.S.S.R. industry. Japan, on the other hand, is an even more potentially dangerous competitor. Any move then, which is designed to curtail our commercial fishing industry, is a move, so far as commercial fishing is concerned, toward a weakened international economy.

Richard L. Beck

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Report From Washington

Diario Official, official publication of the Mexican Government, carried, on September 29, a decree changing the time limits to be permitted boats fishing in Mexican waters Via la Pesca permits. Minimum time allowed to operate under each permit, in accordance with the size of the craft, is fixed by the decree. Following are articles of the document as received by Marine Press in San Diego from Washington, D.C.:

Miguel Aleman Valdez, constitutional President of the United Mexican States to the inhabitants thereof, be it known: Considering that, in accordance with Article 3 and 10 of the Fishing Law of December 31, 1947 the Federal Executive, through the Department of the Navy, is charged with the administrative control of fishing activities and empowered to limit them, imposing conditions upon and extent and setting the requirements which must be fulfilled for the purpose of engaging therein, and, considering that, Article 17 paragraph 5 of the same law especially empowers the Federal Executive through the Department of the Navy, to apply, after technical study the special conditions which are to be imposed upon fishing vessels, with relation to the activities authorized for them, and, considering that the study relating thereto has revealed the necessities of regulating the term of duration of "via la Pesca" documents, issued in accordance with Article 43 of the fishing laws in force, taking into account the net tonnage of vessels and, consequently, their range of operation, which relation will result in a better utilization of that national resource, and will permit an adequate control of such activities, and considering furthermore, that violation of the regulations with regard to fishing must be punished by fines, in compliance with the text of Articles 59, 60, paragraph 3, and 64, paragraph 2, in connection with Article 56, paragraph 4 of the fishing laws in force; on the basis of the said regulations, I have deemed further to issue the following decree:

ARTICLE I

The period of validity of "via la Pesca" permits shall be picked, taking into account the net tonnage of the vessels of foreign registry which request it. For that purpose, the following table of maximum periods of validity for the said documents shall be followed in each case:

Net Registered Tonnage—Maximum terms of validity of the permit.

Up to 3 tons—10 days.

Over 3 ton and up to 15 ton—25 days.

Over 15 ton and up to 70 ton—50 days.

Over 70 ton and up to 200 ton—70 days, and,

Two hundred ton, and above—90 days.

ARTICLE II

The Masters of the said vessels shall return used "via la Pesca" documents to the fishing inspectors appointed in the ports where they unload within the time limit indicated in the preceding article. Failure to fulfill this obligation shall be sufficient cause for the permit-holder under whose authorization the master operates to suffer fines not to exceed 10,000 pesos (ten thousand pesos), according to the circumstances prevailing in each case, in conformity with article 60 and 64 and the pertinent paragraphs of the fishing law in force, without prejudice to the application, when appropriate, of the penalty indicated in Article 62 of the said law. Furthermore, the person directly responsible for the violation shall also be punished, as provided in Article 51 of the same law.

ARTICLE III

In accordance with Article 59 of the laws invoked, the Department of the Navy, through its general administration of fishing and related industries, is charged with the application of the appropriate penalties.

TRANSITIONAL

Sole Articles—The present declaration shall enter into force ten days after its publication in the Diario Officio of the Federation.

Later to be published and carried out.

Given in the residence of the Federal Executive power, in the City of Mexico, Federal District, on the sixteenth (16) day of the month of August, One Thousand Nine Hundred Forty Eight.

Signed: Miguel Aleman:

Luis Schaufelberger Alatore, Assistant Secretary, Acting Secretary of the Navy to: Adolfo Ruiz Cortines, Secretary of the Interior, City.

—Marine Press Associations.

Julius A. K

His San Dieg

(Secretary of Interior, Julius A. Krug, is one of the Truman Administration's busiest Cabinet members. Last month, while on a short tour of the U. S., he stopped off in San Diego for a few hours of goodwill-building among local commercial fishing interests. Here is the complete report of what transpired at the meeting.)

•

By JOHN SPRINGER
Marine Press Staff Writer

FROM a standpoint of shock assimilation, at least, the Democratic Administration's thickly-insulated, Teuton-featured, 41-year-old Interior Secretary, Julius A. Krug, has no peer, although, generally speaking, his palaver with certain of San Diego's fishing gentry last month probably washed more New Deal pigment from his politics-toughened *pellis* than any one thing that has hit him since he began eating high on the hog in Washington, D. C. Visibly fagged as the result of his plane trip from Grand Canyon, Arizona, the sport-coated, ubiquitous White House confidant arrived in the early afternoon, Oct. 5, for his 'incidental" visit to the Border City. His plane, which landed at Lindbergh Field, was met by a pre-arranged welcoming committee, after which, in turn, he was whisked to the El Cortez hotel, pushed around the waterfront, introduced to the Peoples Packing Company fish cannery, hauled aboard the tuna clipper, *Normandie*, and topped off with an inspection of the National Iron Works plant. Then he was returned to his hotel where, for the better part of two hours, he played the part of animated dart-board for industry leaders, which included, toward the end, receipt of some singularly sassy barbs thrown by a union official who, it developed, was not favorably astounded by the present Administration's records of accomplishments, or, for that matter, by those of Krug, himself.

Chief among bones that industry wanted to pick with the Wisconsin-born politician, as voiced by Montgomery Phister of Van Camp Seafood Company, Terminal Island; Anthony Madruga, American Tunaboat Association, and others; was what catholicon he had on tap to successfully cope with Japanese encroachment in *SCAP*-prohibited fishing waters; a move designed to force extension of that country's authorized fishing area, and one, moreover, that was calculated, in the long run, to create dollar credit exchange. Gaffed suddenly by a species of Inquisition which perhaps he had considered unlikely to an "incidental" visit, Krug reacted, momentarily, like a man collared by migraine. Then he came through like a truly worthy successor to Honest Harold Ickes.

On the one hand, he opined, there were too many unanswerable questions that had been asked by the fishing industry, and, on the other, the Japanese situation was a toughie. Certainly the Japanese should be permitted to fish for food; America had been boarding them since the war, but, he felt, Japanese fishermen should do their commercial angling where it would do the least harm to its kindred industry in the United States. He was opposed, it turned out, to the Japanese taking fish in open competition to American interests in any event. The administration of fisheries matters currently was a State Department problem, although Federal manipulation of fisheries had been jacked up to a point wherein the industry played a big role in Interior affairs. Consequently, efforts were being made to transfer fisheries business to his Department. This, he went on, had been discussed by him and President Truman, with the result that, due to the combined wassail involving the Japanese situation, the "trust islands," and American fisheries resentment over the extension of jurisdiction offered foreign countries, a close liaison now existed betwixt the two Departments. Despite the fact, he explained, that his predecessor, former Interior Secretary Edward Stettinius, had left fisheries at a "low level," his Department eventually would take over the entire kit and kaboodle, making everything fine. The knotty Japanese problem, Krug added, currently was undergoing a smoothing-out process, and many roots of the trouble had been ripped up. Indeed, the situation now was largely in the hands of a very capable man: Dr. W. M. Chapman, Special Assistant to Undersecretary of State Lovett, U. S. Department of State, who, on more than one occasion, had split hairs with the Interior Department over matters Japanese. One of the things that had floored Chapman, Krug offered, was the mistaken idea that the Interior Department didn't favor restriction and legislation regarding extension of Japanese fishing areas. His attention then was called to the fact that the Interior Department had made only a "diametrical" change of position, and, upon admission that he was unaware of the procedure, Krug became the target for a series of enervating

Below

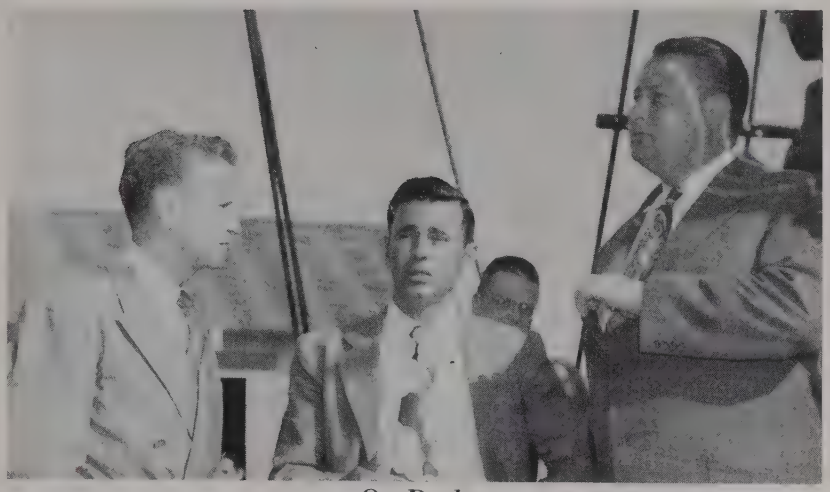
American Tunaboat Association officials Harold F. Cary (left) and Anthony Madruga give Interior Secretary Krug and Mayor Harley Knox of San Diego the low-down on the *Normandie's* refrigerated fish well.

rug . . . .

"Incident" Proved Interesting

speculations that subsided only upon his promise to "look into this upon my return to Washington."

Wade Ambrose, the elastic, self-confident president of Westgate Sea Products Company, San Diego, cut in, at this juncture, with a request for Krug to get wordy about research. California, Ambrose prompted, had set up its own Marine Research Committee, primarily to investigate the Sardine Vanishing Act, and suggested a *close* watch be kept on the 1949-50 Federal budget. He referred, he explained, to a meeting recently held in his office with Dr. O. B. Sette, Director, Oceanic Research, U. S. Fish and Wildlife Service, and mentioned that Sette had stated, at the time, that the Farrington program and funds were earmarked for fisheries research around the Hawaiian Islands, and the "trust" territories. Industry leaders, including himself, felt this immediate area was getting stung no end by that approach; what actually was needed, Ambrose insisted, was research in the present local areas, and he had told Sette so. Ambrose told Krug he had pointed out to Sette that apparently there had been no effort to determine habits of the tuna, or tuna-like fishes, and, despite his attempts to worm a committment from Sette, the latter had brushed him off with the statement that he did not at all agree with industry in the matter. Anthony Madruga added voice to the discussion by suggesting that, in the future, research plans should include, without exception, advisory participation of industrial fishermen who "had the hours of practical experience." Krug, wafted from the frying pan of Japanese controversy to the fire of research, agreed. Plans, he said, would get underway immediately; plans which would call for extensive consultation on the subject of research, representing all bona-fide members of the tuna fishing industry, would be put through at once. He felt, he said, that fisheries resources had not been scratched ,and, happily, the U. S. Fish and Wildlife Service knew this and was on the ball. The U. S. Fish and Wildlife Service, he added firmly, was now one of seven main Interior Department Bureaus of equal status, and all staffed with competent personnel. His statement regarding "personnel" had an immediate, high-amperage effect on the assembly, especially on Don Loker of French Sardine, Terminal Island, and Joseph Landry, Business Agent for the Cannery Workers and Fishermens Union.



On Deck

Krug, aboard the *Normandie*, gets some ship data from Harold Cary, General Manager American Tunaboat Association (left), and Anthony Madruga, President of ATA.

Fisheries matters, Loker said, had been made a football for other industries to punt about in Washington, D. C. The fishing industry did not consider itself a King-size Papa, but certainly it was no runt, either; and it was discouraging for himself, and others of his industrial kith, to sow hard, and reap no sheaves, in getting fisheries business on a policy-making level in the State Department. Joseph Landry then told Krug that "the fishing industry always has been treated like a step-child by every Government Department. The industry, Landry said, was "proud of itself, and the part it plays in the national economy, and it would be happy to cooperate with the Government on any planned program if the Government would give it a like amount of support." The State Department, he added, was, in his opinion, composed, along with other Government Departments, of "phonies."

Later in the evening, when things had quieted, Oscar de Beck, publisher of this magazine, attempted to draw out Krug on the subject of the Administration's encouragement of foreign nations to extend their jurisdiction farther seaward. The State Department, Krug replied, had requested help of the Interior Department regarding Mexican fisheries specifically, and that the Administration's invitation had been misinterpreted by the Latin countries who have extended their jurisdiction seaward. "Apparently," de Beck said, "the Latin countries who have extended their territorial jurisdiction are not aware of the misinterpretation, as is evidenced by recent decrees which have spread them out some 200 miles seaward." Krug, who was stocking up on papers at an El Cortez news stand, hurried off with the observation: "Well, they will never get away with it, because they are deliberately misinterpreting the intent of the Administration." Krug was met at Lindberg Field by deBeck, Mayor Knox of San Diego, Carl B. Tendick, U. S. Fish and Wildlife Service, San Pedro; and members of his official party included Robert Day, Department Assistant, Carlton Skinner, Director of Information, and Roy L. Sexton, National Park Service Consultant. A trip to Point Loma and a small dinner rounded out the Secretary's visit, which, insofar as tough sessions are concerned, could have left him with the thought that, somewhere along the line, he'd been had.

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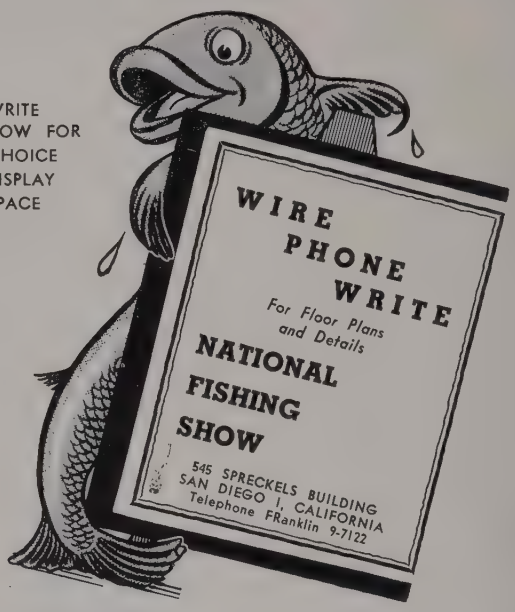

JANUARY 8 to 16, 1949

When the Fishing Fleet Will Be In!

California Governmental Fishing Industry Statistics

TOTAL FISH LANDINGS FROM BOATS IN CALIFORNIA	793,264,905 Lbs.
FISH LANDINGS IN SAN DIEGO-SAN PEDRO AREA (given for comparative purposes only)	643,981,200 Lbs.
RAW VALUE OF CATCH	$ 60,447,341.00
RETAIL VALUE OF CATCH	$238,947,766.00
CURED, SMOKED AND MANUFACTURED FISH PRODUCTS	76,942,020 Lbs.
PRODUCTION OF FISH PRODUCTS	2,855,161 Gals.
CANNED FISH PACKED IN CALIFORNIA (Cases of 48 Cans)	10,243,991 Cases
VALUE OF CANS PURCHASED FOR ANNUAL PACK	$ 6,250,000.00
VALUE OF OIL PURCHASED FOR ANNUAL PACK	$ 8,000,000.00
NUMBER OF BOATS ENGAGED in FISHING	11,400
REPLACEMENT VALUE OF BOATS AND PLANTS	$247,333,000.00
NUMBER OF PERSONS ENGAGED IN FISHING AND PACKING	73,000
NUMBER OF PERSONS INDIRECTLY ENGAGED IN INDUSTRY (Boat Bldg., Equipment Mfg., etc.)	98,000

Not included are the thousands of registered pleasure craft.

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ANALYSIS

Is the Purse Seiner An Engine of Destruction?

(This article, which deals with the highly-controversial purse seine, was written by W. L. Scofield, State Fisheries Laboratory, California Division of Fish and Game. It originally appeared in the official magazine published by that organization Oct. 1939 edition, and is herewith reproduced because of its prophetic timeliness, e. g., its inadvertant answer to Proposition 15, scheduled for the Nov. 2 election. The magazine *Tuna Fisherman* appreciates Mr. Scofield's permission to reprint it.)

WHEN a new and effective machine is introduced into an industry, it usually meets with opposition and hatred, and, frequently, its very efficiency is condemned as destructive to the best interests of the industry. This machine age furnishes many examples, for instance, the condemnation of horseless carriages for their horrible smell, scaring horses, dangerous speed, discomfort from dust, and, as impractical because of breaking down; yet finally we are compelled to accept automobiles because of their efficiency. New kinds of fishing gear have had to meet similar opposition, but in these cases those whose employment was threatened by the new gear usually argued that the new invention was destructive to the fish supply, implying that the supply would be safeguarded if old methods of fishing could be continued.

The purse seine is a simple wall of webbing laid out in a circle around a school of fish and closed at the bottom by pulling a "purse line," which has been threaded through rings at the bottom of the net, so that the school of fish is impounded in the purse of webbing. The net is then pulled into the boat and the catch is bailed aboard the vessel. The standard size of these nets has been 200 fathoms around the cork line, but, during the last few years in California, purse seines have been enlarged to 250 fathoms, and, in some cases, the largest nets have measured over 300 fathoms. They are cast only when a school is sighted, so that the catch, as a rule, is made up of but one species of fish. It is not often that quantities of any other kinds of fish are mixed with the school which has been encircled. With the possible exception of fish traps, which are illegal in this State, the purse seine is about the most successful device for making large catches in open and deep water.

In America, the purse seine was first used in the Atlantic Coast menhaden fishery in 1826, where it met with opposition, and later, it was objected to when introduced into California. It is still being attacked, not only by small boat operators who fear its competition, but also by sports fishermen as injurious to our stock of ocean fishes. There has been in California during the past 25 years an almost continuous war between purse seine operators and other fishermen, with both sides resorting to surprise attacks, tricky legislation, misrepresentation, and undesirable practices common to warfare. In the case of the purse seine there is little argument as to its efficiency as an implement for catching fish; its effectiveness is granted, but many people object to it on this account. This raises the question of whether this net, in itself, is destructive because it is efficient, or is the unregulated operation of such a net the seat of the trouble. Is the villain in this play the net or the fisherman? While looking for someone to accuse as responsible for present conditions, we would, if we were strictly honest, take some of the blame ourselves, for, as the citizen owners of the property, we have been too much occupied with other affairs to give enough thought to how our natural resources are being used, and, in the cases where we have permitted misuse, we take the easy way of solving our sense of guilt by placing all the blame upon the exploiters of our property.

Some of us have advanced the argument that the dust bowl in the Middle West was caused primarily by plowing too much area of prairie land, thus allowing the wind to blow away the soil. The steel plow did this work, but is the remedy now to go back to plowing with a forked stick, and discard the steel plow, or does the fault lie in unregulated plowing? Is the efficiency of the steel plow to be condemned, or should we regulate the operator of the plow?

We have been answered that this line of reasoning does not apply to commercial fishing in California. The purse seine is the principal net used in sardine and mackerel fishing, and both of these species are being seriously depleted. We are asked why purse seine operators have not been regulated in the past, and what assurance we have that adequate regulation will be applied in time to prevent the collapse of these two great fisheries of the State. We are

(*Continued on page* 23)

Pride of The '30's

Western Explorer, a typical purse seiner of the 1930-40 era.

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In keeping with our policy of giving you, the world's biggest tuna fleet, the world's best possible hooks, we are inaugurating a new sales plan effective November 1st. Under this plan our hooks will be available only directly from our factory to you, our valued customers. This direct sales plan will reflect a savings of 20% to you which will result in bigger profits from your catches. I am happy that we find ourselves in a position, through this new merchandising plan, to offer you this substantial savings.

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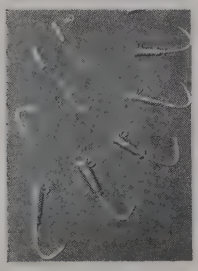

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Phister
" . . . Fish Can't Be Counted"

(There has been, particularly of late, a maelstrom of purely scientific data making the rounds in regard to the question involving the so-called "Vanishing Sardine," and what should be done about it. The magazine *Tuna Fisherman*, of course, would be the last to deny science its place in the sun. For some time, however, its editors have felt the time was ripe to hear a high-octane businessman on the subject, hence the following story. It was written by Montgomery Phister, Vice-President, Van Camp Seafood Company, and, even though you disagree with Mr. Phister, his logic is hard to ignore.)

•

AN old-time fisherman told the Fish and Game Commission many years ago that "fish are often smarter than fisherman," and, although the gentleman probably was not talking, at the moment, about the "vanishing sardine," his statement certainly is as good a reason as any other currently being circulated about the odd drop in the commercial catch of this fish. The absence of sardines from the nets of the fishermen has coincided with a number of other events, none of which may have had anything to do with this strange phenomena. This discrepancy in commercial catch was first noticed in San Francisco, then in Monterey. It first occurred immediately following the tremendous earthquake in Alaska, during the war, which caused a tidal wave of destructive proportions as far away as the Hawaiian Islands. Undoubtedly this disturbance affected underwater growth and underwater conditions, and might have been of enough importance to change the feeding grounds for all fish for a number of years. The absence of sardines also coincided with the dry spell ashore. It followed a tremendous take of sardines commercially during the days of the floating reduction ships, and the *melee* which followed when they came ashore. It was additionally coincident with a substantial increase in the rate of water pollution and with the ocean disturbances caused by war and preparations for war.

It is not necessary to search for reasons involving the so-called declining catch, for even if the landings had continued as abundant as in the middle 30's, the attitude of the commercial fishermen and his shore-side opposites, the canner and reductionist, should be the same. The goal of Commerce should ever be the full utilization of a natural resource to the highest possible advantage for the people. The highest utilization for the advantage of the people necessarily requires a program of conservation so devised and administered that it will preserve the resource intact for future generations. Some resources like coal, oil, minerals, and gas cannot be replaced, but a fishery resource, forests, and the land itself may be administered so the replacement equals the take.

The administrator of the forest resource may readily count the standing timber in the forest. He can easily tabulate the number of trees taken by industry, and can calculate the rate of replacement. The only destructive factors for which he must make allowances are prolonged droughts and fires. The administrator of a fishery resource cannot count the number of units in the ocean. He has difficulty in estimating the rate of replacement because there are so many factors now unknown to him. He is equally unable to make an allowance for *destructive forces of nature, for he does not know what forces there may be in the ocean which are destructive.* He does know that the highest useage for the fishery is, first, the reproduction of its own kind, second, its use as a food for other fishes, and, third, its use as a food for humans. Where the fishery resource is very limited, then it is well to preserve the fishery so the only ones permitted to eat fish are those who have the energy, time, and wealth to go with their own equipment and catch it. This has been the history of wildlife conservation for all time. In the early days of California, there were enough deer in the forests to provide food for the State's pioneers and leave an excess to be commercially sold. The early restaurants in California served venison so often that beef was at a premium. The increase in population made the control of hunting necessary, both to conserve deer and to discourage hunters from shooting each other. Today, there are more deer in the forest of California than there were in 1840, but venison is now a delicacy reserved only for those who have the time, money and skill to go forth upon their own and take what they will (subject, of course, to a myriad of regulations and restrictions). The world increase in population, and, from our own standpoint, the increase in population in the United States, will not permit any abundant fishery to be reserved to be eaten solely by those able to take it themselves. The administrator must, in his calculations, make due allowances for the take by those who enjoy that which they have themselves taken, and perhaps this type of take should be next in order of legal importance. However, the commercial take for sale as human food must be preserved for the good of all.

An ocean fishery has this peculiarity, wherein it differs from all other fisheries and from all other natural resources: The only measure of the abundance of the resource is the commercial take. The theories of the scientists and the amateurs about the reason for the abundance of sardines is based solely upon the measurement of the commercial take. We have no idea how many sardines existed in the ocean adjacent to California in the year 1900, solely because the commercial take in that year was so minor there was no yardstick for measurement. If the commercial taking of ocean fish were prohibited, there would be no way to know how many fish were in the ocean. We are, nevertheless, led to believe by some of those who say they can measure this abundance that, because the commercial take has failed, that take must have

(*Continued on Page 28*)

FUTURE

Last Frontier

(The following, written by William Furman of San Diego, is an abridged transcript of a mythical report submitted in 1968 to the Commissioner of Oceanographic Conservation Corps, Zone 11, Western Hemispheric Control Center, Washington, D. C., *and*, if you think it couldn't happen, you're mistaken. Furman spent very nearly three weeks in research of his subject, during which he made some singularly substantial scientific notes, the bulk of which is woven into his story. A letter to Furman, addressed in care of this magazine, will get you an authoritative answer to anything included.)

I LEFT Broadway Pier October 23, 1968, at 0900 o'clock, aboard TJS Silver Strand, Captain Pholmanwies commanding, and was somewhat chagrined to learn that the Captain, in deference to my semi-official standing, had delayed his departure four hours that I might get some rest after my arrival from Washington, D. C. I, of course, protested the need of such courtesy, but Captain Pholmanwies assured me that the delay was of little consequence, as, indeed, later events proved. The day was exceptionally clear. With only a slight ground swell, as we cleared San Diego Bay, the captain almost immediately took a *Sub-Etheric* radio bearing and set the ship's controls on automatic. Our speed, I noted, was slightly over 100 knots, but in the sheltered bridge we experienced no discomfort. I was again thrilled by the gliding sensation these commercial *Turbo-Jet Sleds* impart. Riding empty as we were, we literally skated across the water. Our course attended to, the captain gave his attention to me and proceeded to explain in detail the practical applications to which these real geniuses of commerce have put the gadgets which we conceive in our research labs.

One item, in particular, caught my fancy. The *Memory Tube*, which we developed several years ago for the Underwriter's Institute as a refinement for their *Electronic Calculators*, has here undergone a transformation to *Census Taker*. Technicians of Fisheries, Inc. have impressed the electrical equivalent of recordings of fish *talk* on the tubes and have bouyed over a thousand of the instruments in a checker-board pattern across the California current. Since the *Tube* draws current only when excited by one of the key *Sounds*, each instrument will operate for some months on a battery *no larger than my thumb*. They do not even have to be hauled to the surface to tap the recording, as each string, in depth, is connected to a *Surface Bouy*, and a patrol boat, which makes a round trip once every 48 hours, taps the *Surface Bouy* for the recordings.

At approximately 1200, some three hundred miles out of San Diego, the radio operator presented Captain Pholmanwies with a message, which the *Captain* promptly communicated to me. The message was from Sub-station 213, two hundred miles to the west of our position, and it stated that a patrol boat, which had been holding a large school of *Louvaris Imperialis* at three hundred fathoms, desired urgently to have the school culled as all readily available *Cephalopoda* (a component of *Nekton*) had been harvested to feed the school. The patrol boat, the Captain told me, was about eighty miles further west, and a few degrees to the north of our present course. As was to be expected, our topic of conversation for the next half hour concerned this, to me, new development.

Louvar, I learned almost immediately, is a tuna-like fish whose normal habitat is the frigid gloom which exists perpetually below four hundred fathoms. In this seemingly inhospitable section of the hydrosphere they exist in incalculable numbers. The flesh is excellent, and I was surprised to learn that I have probably eaten it a thousand times, as it is sold commercially under at least an hundred trade names. The fish being held by the patrol boat had been isolated from a school nearly a mile in length. Such a large school, I learned, was too unwieldly to handle easily, to say nothing of the problem of feeding it, so the patrol had cut out a segment of the larger school by stripping the edge of the school with a string of *Audio-Lights*. These are flood lights which throw a very wide angle flood light (170 degrees) in one direction while, from the opposite, or reflector side, they emit a high-frequency sound wave which is particularly abhorrent to *Louvaris Imperialis*. The light, on the other hand, attracts the fish, so that the segment of the school which was in the flood light swam docilely along beside the lights, while the remainder of the school veered sharply away. The patrol then proceeded to enclose the small school by leading them into a circular path. All this was accomplished by twelve, *one-man sleds* put out by the patrol boat. At my request, Captain Pholmanwies went into considerable detail concerning this technique and I shall expand my report when I return to Washington following my West Coast tour. Briefly, to continue:

Furman

A San Diego free-lance technical writer, William Furman first became interested in Oceanography during the latter part of 1946, after a visit to Scripps Institute at La Jolla, California. Since then he has contributed several articles based on fisheries research to national publications.

Having isolated the school, six of the twelve *Sleds* immediately left the group that were *herding* the fish, and scouted the sea over an area of some square miles in search of food for the school. Two of the scouts soon reported a "phantom bottom," several acres in extent, which had the characteristic echo of *Zooplankton*.

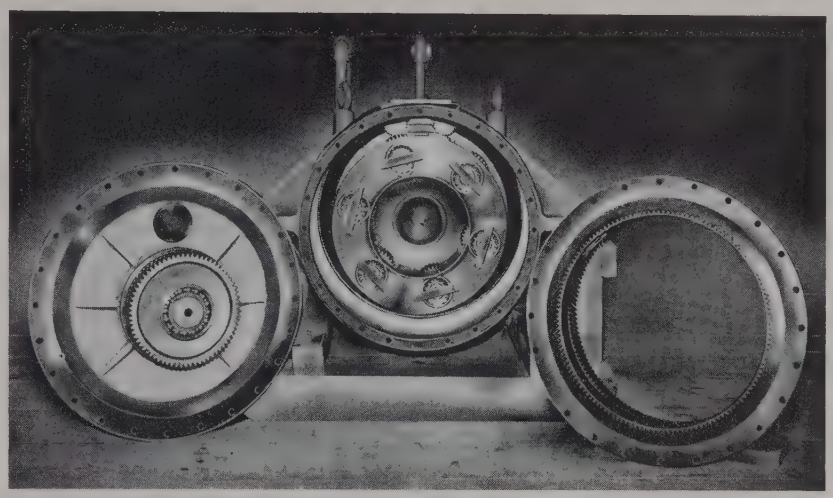
This minute marine animal, while composing a major portion of the diet of many species of fish, does not happen to appeal to *Louvar*. Nothing daunted, the skipper of the patrol boat consulted daily migration charts and ascertained that a large school of smelt had been charted by the *Census Grid* some days before, and traced by the *Intermediate Sub-stations* on a course reasonably within reach of his *Sleds*.

Three *Sleds* were immediately dispatched to locate the school, while the remaining *Sleds* set about the business of raising the *Zooplankton*. This was accomplished by releasing a *Monomolecular film of oil* over the surface di-

(*Continued on Page 29*)

Pacific Western's Part of the Scarlet Queen

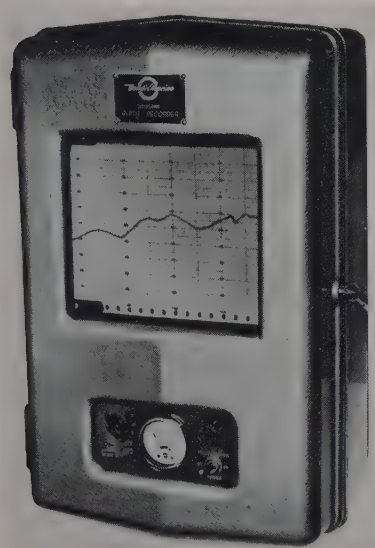
(L. W. Hollingsworth, one of the West Coast's outstanding Marine Gear engineers, discloses, in the ensuing story, some background on a piece of equipment whose worth is becoming a commercial fishing by-word. Subject of his discussion, of course, is the Helical Planetary Reduction Gear, pictured in the top right-hand corner of this page.)



THE Western Helical Planetary Marine Reduction Gear, used to drive the tuna clipper, *Scarlet Queen* is a proven development of the Western Gear Works, combining the inherent compactness and light weight of planetary type gearing with the high load-carrying capacity and smoothness of action of case-hardened and lapped helical gearing.

In order to ultilize the high H.P. output of the modern high speed diesel engine, it is necessary to have an efficient, compact and economical means of reducing this high engine R.P.M. to the lower R.P.M. most efficient for the operation of a propeller suitable to the hull characteristics and to the service in which the vessel is engaged.

The reductions in speed between the engine and the propeller may be accomplished in various ways for different types of boats, but it is well known that every ton of pay load gained in a tuna clipper of a given size produces greater income, as well as eliminating a ton of non-pay load which has to be carried along continuously.



The revolutionary all-new depth recorder designated as the Bendix "Bantam" Model DR-7, weighing only 40 pounds and with a range of 100 fathoms. The "Bantam" Recorder is a complete, self-contained unit—14¼" wide x 20⅛" high x 8¾" deep—with junction boxes and all other complicated equipment eliminated.

Hence, there is no point in using a modern, light weight, high speed diesel engine if it is necessary to use a reduction gear which adds enough weight and cost, and occupies enough spaces to offset the savings in weight, cost and space made possible by the modern high speed engine in comparison with older, low speed direct drive engines.

Of necessity, the engine in a tuna clipper is placed well forward. This requires a long line shaft, and if the type of reduction, gear or otherwise, is bulky, it must be placed (if it is not going to occupy strategic space) in the engine room. In this case, the shaft carrying the full output torque from the reduction gear to the propeller must be long, usually 60 feet or more, and of large diameter consistent with the high torque. In the *Scarlet Queen*, the output shaft is three times engine torque and the propeller shaft diameter is 10 inches.

The Western Planetary Reduction Gear in the *Scarlet Queen* installation is located over 60 (sixty) feet aft of the engine.

The line shafting between the engine and the reduction gear is only 5¼ inches in diameter and weighs, exclusive of couplings, coupling bolts and bearings, approximately 4680 pounds.

If the reduction was located in the engine room, this additional 60 feet would weigh approximately 16,980 pounds. This line shafting would have to be carried 60 feet further forward at the 10 inch diameter.

So, deducting the 4680 pounds of the present shafting from the 16,980 pounds of the 10 inch shaft, we have a net saving in shafting weight of 12,300 pounds.

Our gear with flexible input coupling (but less heat exchanger and oil reservoir, which any other type gear also has) weighs 3495 pounds. A conventional, parallel shaft reduction gear would weigh approximately 17,000 pounds.

Hence, by using our planetary type of reduction gear, in addition to installing it in the shaft alley in space below the grating not otherwise usable, a saving is made of over 2½ times its weight in line shafting alone, not to mention the saving of approximately 11,500 pounds in the weight of the unit itself.

That the reduction gear made the steam turbine practical and successful for marine use is a well known fact.

The first reduction gears for this purpose were made with a single pinion driven by a single turbine gear on the propeller shaft.

Economy dictated the use of high pressure and low pressure turbine in combination, thus requiring two pinions in the reduction gears, each driven by one stage of the turbines and in turn driving a common bull gear.

For well built, successful

Tuna Boats

see

CECIL W. DRAKE

B STREET PIER — SAN DIEGO, CALIF.

representative of

Avondale Marine Ways, Inc.

NEW ORLEANS, LA.

SHIP'S PROVISIONERS

SINCE 1910

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Retailers Wholesalers of

- Quality Meats
- Fruits & Vegetables
- Domestic Food
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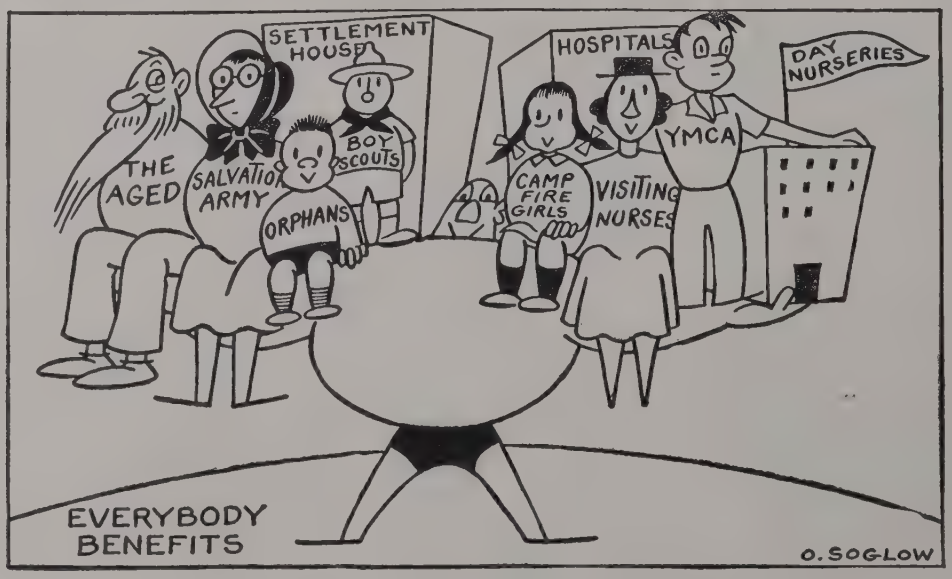
When Everybody Gives . . .



SUPPORT THE

COMMUNITY CHESTS OF AMERICA

EBB 'N FLOW - - - - In October

North

Finis. Fishermen agreed that albacore production for 1948 had hit the skids in Pacific Northwest waters early in the month. The season, while upsetting in its apparently premature closure, was, with exception of 1944, probably the second-best on record, however. Boiled down, operators found out two things: (1) The working disadvantage of the bait boats compared with jig boats. Satisfactory bait-fishing was an element virtually unknown during the entire season, although a few bait boats made good trips. Small biting schools, on the whole, seemed to have been their lot. Flush fishing, utilizing live bait, was not experienced to any great extent during the season. Long after the usual time, on the other hand, jig boats came in with fair catches of albacore. (2) The run of tuna in Northern waters. True, Southeast Alaska waters had yielded tuna before, but the 1948 run along the coasts of Alaska and British Columbia was the first to rack up commercial catches. Hauls by Canadian fishermen, just off Queen Charlotte Islands, were thought to have totaled about 1,000,000 pounds, with the Alaska take estimated at 400,000 pounds.

Enroute. Taking advantage of Ecuador's recently liberalized policy regarding commercial fishing in her waters, the *Tinian*, a tuna freezership member of Seattle, Washington's Columbia River Packers Association fleet, set sail for the Galapagos Islands, under the command of Captain John Bez, with Barnes Collinson as First Officer and Conrad Hansen as Second Officer. Her fleetmate, *Saipan*, already was bulging with tuna when she sailed according to reports.

Conservation Au Naturelle. The Fall spawning run of salmon up the Tuolumne River in Northern California was saved by the release of additional water from the LaGrange power house, according to Fish and Game Commissioner William J. Silva of Modesto. At the same time, Silva reported the Commission had declared open warfare on violators of the State's pollution laws. Extremely low water and a high seasonal volume of waste had threatened this year's salmon run before the Division of Fish and Game assigned a sanitary engineer to Modesto in an attempt to relieve the pollution condition. An injunction served last year against the City still is pending. The increased flow of water from the LaGrange power house, controlled by the irrigation districts, is expected to eliminate dangerous polluition in the Tuolumne. Mo-

(*Continued on Page 23*)

Complimented

Warren Enoch, San Diego Packing Co. Plant Superintendent was taken aback at the first anniversary celebration of the 4-U Club, the plant's employee benefit organization. Mary Malavenda, president of the club, presented Enoch with a set of twin engraved silver ash trays and a desk cigarette lighter to match, for "cooperation and backing of the 4-U, as well as keeping a cheerful atmosphere for the workers."

Expanded

Atwell Supply Company, San Diego marine suppliers serving a large portion of the tuna fleet, has moved to 2647 Main. Walker Atwell, 37 year old proprietor, started the business in 1945 after discharge from the army.

Montgomery
Put Through An Idea, and . . .

Mr. Montgom

They're Making a New

By SEYMOUR E. FRANCIS

AS AN example of axiomatic fallibility, the partnership existing between Roger E. Montgomery, an impeccable, punctilious Broadway showman, and burly, detail-minded Clifford V. Pool, the co-owners of Expositions Management, New York, San Francisco, and San Diego, California, stands high on the list for know-it-alls who hold that Art, as it is understood in the east, and Commerce, as it is esteemed in the west, are like strange bulldogs. Indeed, the subject, on more than one occasion, has caused people to get chatty as all get-out, and, by comparison of personality and career, it must be admitted that they have plenty of subject material. Regardless of what the dissimilarity of the pair is worth to their success either way, however, the Ziegfeld-schooled Montgomery and formidably efficient Pool have touched off, in producing San Diego's National Fishing Show, a chain of developments that has stood the Southland on its ear, and one, moreover, that looks, from an extravaganza angle, like a smash hit. First of its kind ever held in the United States, the giant show will come off at Lane Field, Broadway at the Embarcadero, January 8th through the 16th. The site is but a block from the Santa Fe depot, and about five blocks from San Diego's uptown business district; is located one block from the waterfront, and virtually sits on a street car and bus line. Influenced by Montgomery, whom a Big City columnist once accused of being the only man capable of "seeing something electrifying in a herd of elephants," the tents, which will house the displays of manufacturers from all parts of the country, are to be artificially illumined, decorated like an encampment of wealthy Bedouins, and composed of robin's egg blue material. And that isn't all. The agenda, which was worked out by Montgomery and Pool in their Spreckels Building offices months ago, looks like a plan calling for the combined celebrations of a Machinery Age Festival and the Fourth of July, out of Arabian Nights. Exhibits ranging from engines, Radar, small boats, and sports gear, to Marine hardware and tuna clippers, are to be complimented by a program of special events that would do credit to bouncy Billy Rose himself. Highlighting the project, which tentatively includes such activity as boat races and full-dress competition among tuna clipper members of San Diego's fifty-million-dollar fishing industry, will be re-enactment of the arrival of the Boston Clipper Ship, *Betsy*, the first American ship to enter the Harbor of San Diego. Commanded by Captain Charles Winship, the old girl fumbled her way into the waterfront in 1800, stayed ten days, and, up until now, she has never been honored, or heralded, and, as a matter of fact, only very lightly sung about. Boston's mayor, the Governor of Massachusetts, and a number of other Bean City officials have agreed to take a hand in her honoring, even to providing a Queen Betsy from Boston who will board the *Betsy* of 1949 in San Diego Bay for the ceremonial. Later, surrounded by her royal party, the lady will officially open the National Fishing Show at Lane Field. This coup, of course, which has been developed by Montgomery to a point wherein the *Betsy* of 1800 may be represented by a vessel belonging to an internationally-famous movie star, is actually of no more importance, so far as extensive entertainment is concerned, than any one of a dozen other of the Fishing Show's scheduled events. It is salient to this story, however, in that it provides, with respect to show sense, idea development, and color perception, a key to Montgomery's success. At 52, he holds a record of accomplishment that includes, during a twenty-nine year hitch in the Exposition business, the staging of an even half-dozen million dollar spectacles. These include the fabulous National Marine Expositions of New York and San Francisco from 1946 to 1948; the International Flower Show and the National Hotel Exposition in New York—the latter two extravaganzas taking place just prior to the last war—and a round dozen of secondary hits. Cracking the Big-Time Expositions circuit, quite naturally, has been Montgomery's chief aim in life; an existence which, in point of fact, has not been dull. A citizen of San Diego, for the past three years and the son of a prominent New York attorney, Montgomery, at twenty, was the recipient of an advanced formal education, and owner of a gaudy nightclub on the Boston Post Road. These years, in turn, had seen the deaths of his parents, investment of his ready cash in flings at various European Capitols, a hitch in show business, several seasons in professional baseball, and the rise to fortune on his own hook. When he was a few months beyond twenty, the country got into World War 1. He tried to enlist in the Army, but, despite his athletic record, he was rejected for scads of ailments. True to its great penchant for admitting mistakes, however, the Army later reconsidered and drafted him, after which he was attached to the Motor Transport Corps at Camp Gordon, outside of Atlanta, Georgia. Discharged by 1918, he immediately went into the Expositions business, put over a couple of minor

C
Pool and Montgomery (left) explain th
J. Berglund, Sun Harbor Packing Com
Lane and Wade Ambrose, both of Wes

ry & Mr. Pool

Lady of the 'Poor Fish'

successes, and, by 1920, he was on his way.

As a basis for contrast, these elements in Montgomery's career are graphically illustrative of the social, philosophic, and economic precepts differentiating the two men. At a time when Montgomery was coinng the tender in his night-club venture, Pool, barely out of the University of Minnesota, was supporting a wife and two baby daughters by taking lessons in general contracting the hard way: i.e., by manipulating a pick and shovel. While Montgomery was gandering the leg art at Paris' *Folies Bergere*, Pool, who later made a sock-full in the contracting business, was figuring his losses in manpower hours, and, at the moment Montgomery was whooping up his favorite Toreador at a Spanish bullfight, Pool was hashing over politics with his next-door neighbor. Statistics, in any of its forms, constitute only an irritation to Montgomery, while Pool, who is never happier than when someone thrusts upon him a mess of numerals, subscribes to very nearly every local and national periodical devoted to arid information. He can tell you, as a matter of fact, that the total fish landings from boats in California during 1947 was 793,264,905 pounds; that, in the San Diego and San Pedro area it was 643,981,200 pounds; that the raw value of the catch, for the same period, was $60,447,341; that canned fish packed in California, (Cases of 48 tins), reached a total of 10,234,-991 cases; that 76,942,020 pounds represented the fish products which were cured, smoked or manufactured; that the production of fish oil hit a total of 2,855,161 gallons; that the value of cans purchased for the annual 1947 pack was $6,250,000; that $8,000,000 constitutes the value of oil purchased for the 1947 pack; that the number of boats engaged in commercial fishing in California during 1947 was 11,400; that the replacement value of boats and plants in 1946 reached a total of $247,-333,000; that the number of persons directly engaged in the California fishing industry for 1947 reached a total of 73,000; and that the people indirectly engaged (such as in boat-building and equipment enterprises) is 98,000.

ve
nal Fishing Show floor plan to Kenneth
ommodore Bailey, San Diego, James B.
afoods Products Co.

Prior to their settling in San Diego, the Montgomery-Pool trails, through the years, had never crossed, even though both men had traversed the length and breadth of the United States a score of times. The partnership was formed after they had met socially, and, at a moment when both, perhaps, were beset professionally with the need for the other's peculiarly individual talent. The first confab took place at San Diego's Country Club, an organization to which they belong, and at a time when Montgomery had completed his second year in San Diego. Pool then was going into his eighth. He came here from Los Angeles, bought a house so big that it is an invitation to squatters, became interested in the commercial fishing industry, and, until he met Montgomery, had satisfied his business sense by owning and managing the 91-ton tuna boat *Dependable*, based at San Diego. Montgomery, on the other hand, had completed the New York National Marine Exposition of 1945 and was enroute to Mexico for a vacation, when he struck the city. Two days later he had leased a home at 3211 Ibsen, and was transferring, via long-distance telephone, his National Headquarters from New York to San Diego. Pool's daughters are married; one of them living in Barstow, and the other in Los Angeles. They are Mrs. Richard Doyle, and Mrs. George Bibb, respectively. The Doyle's have two children, Pat and Mike, and the rest of the family is the former Genevieve Nelson of Lake City, Minnesota, his dark-haired wife, whom he married February 9, 1918, and who lives with him in his home at 3104 Loitton Street, San Diego.

Pool
. . . Took Over the Detail

A graduate of New York University, Montgomery, in 1935, married honey-haired Carol Edbrooke of New York, who, at the time, had spent some thirteen years on the stage as a *prima donna* and as second business-woman, and was rising rapidly in radio work. Most of her ether effort involved motion picture reviews for Paramount Studios, although, at various intervals, she had taken parts in most of the National Broadcasting Company's major productions. Her last appearance in radio was on Walter Winchell's *Jergen's Journal* broadcast in 1935, upon which was featured as a fashion authority, and, during this period also, she found time to establish New York's "Carol Lynn School of Successful Modeling"; an enterprise devoted to the teaching of the art. Prodded by Montgomery, she later wrote two books, which were duly published. The first was a novel called *Dust*, and the second, which today is the only accredited textbook on the subject of fashion modeling in Canada and the United States, is entitled *Modeling For Money*. Currently, she is Special Events Director for the Montgomery-Pool enterprises, and, it is possible that her touch, in this highly-specialized branch of public relations, has had a big part in engendering enthusiasm for the National Fish Show among some of the biggest com-

(*Continued on Page 29*)

USE YOUR BALLOT TO SAVE YOUR JOB

A bunch of selfish sports fishermen are out to get your job. You wouldn't hand over your purse without a fight unless it was empty, would you? Without a job it will be empty. Put up a fight for your job. Go to the polls November 2. . . .

GET OUT AND VOTE!

You have plenty of backing in this fight. Look at the organizations opposing Proposition 15 . . . California State Chamber of Commerce, 27 city Chambers of Commerce, A. F. of L. Voters League, California State Federation of Labor, California National C.I.O.-P.A.C., California United Council of Church Women and over 50 other large influential groups. Don't let them do all the fighting for you. Get out and vote!

PROPOSITION 15 IS NOT CONSERVATION

VOTE NO ON PROPOSITION 15

THE COMMITTEE FOR THE INTELLIGENT MANAGEMENT OF OCEAN FISHERIES

1226 WILSHIRE BLVD., LOS ANGELES

Monterey

By S. BUCK RUSSO

THE Monterey Coast Guard was busy in the Monterey Bay area during the latter part of September and the early part of October. Albacore fishing was extremely heavy. The first distress call was sent by the 110 foot tuna boat *Roxie*, which was disabled after hitting a submerged object.

The ship drifted for four hours while a Coast Guard vessel and a Coast Guard *PBY* rushed to the scene. The Coast Guard cutter, *Gresham*, towed the *Roxie* into port. Four persons were reported aboard; no casualties. The *Roxie* is a converted sub-chaser and is used for albacore fishing *and* pleasure. The damage was repaired in Monterey. During the same time, the converted LCVP *Irene* was adrift, and taking on water, and the *Gresham* put in a call for another rescue boat. The Eureka boat, *Verna Marie*, sent out a distress call as she was taking in water from an unknown source, and sinking rapidly. R. C. Starr of Los Angeles, captain of the *Ruth R.*, saw the boat as it started to sink; went to immediate aid and notified the Coast Guard. All crew members were picked up by the *Ruth. R.* Crew members were Capt. Wilson Sanford, Eureka, Donald Horschman, Fresno; Harold Sigram, Seaside, Oregon; Jeff Gresham, Portland, Oregon. The Coast Guard cutter, *Ironwood*, towed the sunken hull from the scene of the sinking, forty-two miles west of Monterey. Live-bait tanks on the *Verna Marie* kept the vessel partially afloat.

THE Constone Construction crew are doing the salvage work for an underwriters company. They have just completed salvage of the 53-foot baby seiner, *American Clipper*, which sunk with its hold full of sardines in the vicinity of Fort Ord. Its crew had barely brailed 30 tons of sardines aboard and were ready to cover the hatch when they were swamped by a big wave. The boat immediately sank to the bottom in twenty fathoms of water. The next morning, Constone Construction sent down a diver, and salvage operations were under way. Within 24 hours, the boat was floated, patched, and on its way to a San Francisco drydock with a minimum of damage.

The State Fish & Game Commission has refused to abandon the 8-inch sardine size. Malio Stagnaro, Santa Cruz sportsman and spokesman for sporting fishermen and small commercial fishers, presented a resolution asking that it be abolished so that small size sardines could be caught for bait purposes.

The American Legion, Monterey Peninsula post, and the Monterey Chamber of Commerce, voted unanimously to go on record as opposed to Proposition 15 on the November election ballot. October 6, the biggest haul of albacore of the season, netting about 154 tons and worth $86,240 at the current price of $560.00 per ton, was landed at Monterey. Several hundred boats of all sizes and shapes with registry from San Diego south to Sitka, Alaska, north, took shelter in Monterey Bay to escape heavy winds and stormy weather in the fishing grounds. The fish markets, oil companies, ice companies and Monterey merchants did a rushing business. No Monterey canneries took any of the fish; most of it was frozen and shipped to the northwest.

THE biggest daily sardine catch since 1946 was delivered to Monterey canneries September 22. The catch totaled 2,550 tons. The sardines were of good quality, medium size, and canneries, seventeen in all, including three at Moss Landing, were humming with activity. The Monterey sardine catch, as of October 1, has doubled the total catch of the entire 1947-48 season. Large schools of jack mackerel have been located in Monterey Bay and the boats have been fishing on a 25-to-30-ton limit. The prevailing price for mackerel has been $60.00 per ton. Hovden Food Products, Aeneas Packing Company, Oxnard Canners, and the San Carlos Canning Company have started hauling sardines from Port Hueneme. The southern sardines are of a larger quality than those being caught in Monterey. The Monterey Caanners are taking steps to insure a supply of fish, if local conditions should change for the worse. Twelve boats of the Monterey fleet are, at the present time, fishing off of Port Hueneme. Hauling sardines from the south adds approximately $17.00 per ton to the dockside price.

GOV. WARREN'S Marine Research Committee is dividing up $95,000 among four agencies in an attempt to find out where the sardines have gone. The sardine processors voluntarily paid a fifty-cent tax on each ton landed to make up the tentative $95,000 budget. Of this fund $11,500 goes to the Scripps Institution at La Jolla; $50,000 to the U. S. Fish & Wild Life Service, to finance offshore research cruises; and $25,000 for egg studies; $3,500 to the Fish and Game Commission for depth measuring equipment; and $5,000 for the Academy of Sciences at San Francisco. The Scripps Institution, which has had legislative appropriations totaling $700,000.00, is studying conditions in the sea to learn something of the food supply for sardines.

The U. S. Fish & Wild Life Service intends, among other things, to study spawning of the sardines and their early growth. The California Fish & Game Commission will survey sardine migration, and the most effective fishing methods. The Academy of Sciences will correlate the work of the other agencies and summarize the findings. Six vessels will be at work on this project within a few months. The Scripps Institute will operate three, the State Fish & Game will have two boats devoting part time to the project and the U. S. Fish & Wild Life Service will have one, cruising the Oregon and Washington shores. By June, 1949, it is hoped that various studies will suggest answers to the "mysterious" sardine.

THE Oxnard Canners, Inc., of Monterey, have sent their research and tuna pickup boat, *Red Rooster*, to Port Hueneme. where it will be used as a contact boat with the sardine fleet. The *Red Rooster* formerly was an Army Airforce crash boat, stationed at Monterey. The large gas engines have been removed, and new diesel engines installed. The craft is capable of doing 20 knots per hour.

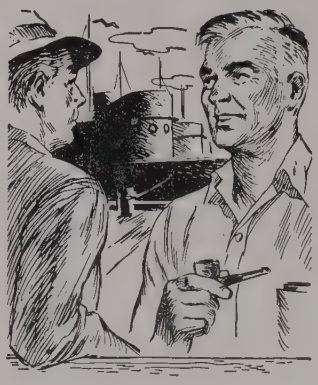
The arrival of the Portola Trek at Monterey, during the latter part of September, gave the Hovden Food Products an excellent opportunity to get a plug for their canned fish products, which bear the Portola labels.

WRECKED!

Many small businesses throughout the state would be wrecked by Propositions 6 and 15. These firms, dependent on the fishing industry and its payroll, will be ruined if 5 and 15 are allowed to throw 40,000 out of work and virtually wipe out the fishing industry in California.

Vote "NO" on 6 & 15

Think It Over!



"That's a fine looking boat, Jim."

"Yes, Steve, that's a fishing boat. Some fisherman has invested his life's savings in that boat. He stands to lose every penny if those two propositions are passed—and without helping the cause of conservation either, according to leading scientists."

Vote "NO" on 6 and 15
NOVEMBER 2 ELECTION

Unanimous NO!

Propositions 6 and 15 would virtually wipe out the California fishing industry, throw 40,000 out of jobs, raise fish prices and harm conservation. That's why individuals and organizations from all walks of life are saying NO! to these destructive bills.

The California State Chamber of Commerce, the State Federation of Labor (AFL), the California CIO Council and many other civic and community organizations are on record against 6 and 15.

Vote "NO" on 6 & 15

Think It Over!

"I love to fish, Frank, but I'm not selfish."

"How's that, Jim?"

"Those two propositions to drive working fishermen out of California waters. I can't see that. I fish for fun. But those people fish for a living and food for millions of people. These propositions would destroy their jobs. That's poor sportsmanship."

Vote "NO" on 6 and 15
NOVEMBER 2 ELECTION

NO MORE FISH

No more fish at your market after November 2!

It can happen—if Propositions 6 and 15 pass. They would wipe out a large part of California's fishing industry.

6 and 15 mean little or no fish at your market, little choice and a lot more to pay. 6 and 15 would take fish off of your plate and money out of your pocket.

Vote "NO" on 6 & 15

Think It Over!

"Yes, fish is a top food for health. It's an excellent protein and a fine source of magnesium, iron, copper, iodine, calcium and phosphorus. Eat all the fish you can."

"I will, doctor — unless those two propositions pass. Then we'll be lucky to find fish in the market—much less afford it."

Vote "NO" on 6 & 15

These ads are part of a series which has been running in many California daily newspapers since August 17. We know readers of "The Tuna Fisherman" don't have to be convinced. But PLEASE get as many of your friends as you can to VOTE NO on November 2.

"LET'S GET OUT THE LARGEST POSSIBLE VOTE"

PURSE SEINER

(*Continued from page 11*)

told that the way to save these fisheries is to abolish the overly efficient net that is depleting the supply, and that legislation can be passed to eliminate the net, but that adequate regulation of the amounts caught by purse seines could not be accomplished because of public apathy and pressure politics by a minority group. We find it difficult to answer this convincingly, but our reply is that some of the other fisheries in this State have been properly regulated without discarding the efficient gear. We suggest that the amount of the annual catch could be adjusted by a Statewide total bag limit, rather than hamper the fishery by compelling the use of less efficient gear that would increase the price of fish to the consumer. Total catch may be, and often is, reduced indirectly by limitation of the season open to fishing, areas closed, and regulations as to permissable sizes of fish. Limiting the size of purse nets seems to us a useless begging of the question, and probably would accomplish very little of real value. It would be only an aggravating handicap to fishing operations; would increase costs needlessly, and, alone, would not safeguard the supply from overfishing. Increased fishing effort could make possible the continuance of excessively large catches, in spite of the restricted size of the net, so that limiting net size only does not appear to offer a solution to our sardine and mackerel problems.

Some sportsmen who fish on the ocean wish purse seines eliminated because they compete or interfere with ocean angling. This antagonism between sportsmen and commercial fishermen was recognized when certain areas were set aside for the exclusive enjoyment of sportsmen, but another approach to this question is to limit the use of purse seines to the species of fish used for canning, which would eliminate, to a large extent, the friction between sport and commercial fishermen. The purse seine is a net designed for large scale operations, so there is little justification for its use in small volume fisheries. Purse seining of such game species as barracuda, white sea-bass, and yellowtail antagonizes sportsmen, floods the fresh fish markets, and is generally looked upon with disfavor, so that prohibiting purse seining for these species is advocated by most people, including a majority of the purse seine operators themselves. Another argument advanced against the purse seine is that it catches all sizes of fish, whereas, with gill nets,

(*Continued on Page 25*)

EBB'N FLOW

(*Continued from Page 17*)

desto voters recently approved a one and a half million dollar bond issue to construct adequate sewage treatment facilities.

Forty Below. Major packing firms in and around Astoria, Oregon, reported only 5,900 tons of pilchard were landed in the Northwest during the summer season, which has closed. The tonnage taken represented a 40 per cent discrepancy in the hauls expected. Several purse seiners, which had been held by their owners in Northern waters in hope of spotting a last-minute sardine school, were released to join the 22-boat Astoria fleet off the California coast.

Sanctuary. The Oregon Fish Commission at Salem ordered closure of the crab season in Area 1 effective October 10. Earlier investigations showed crabs along the northern coast of Oregon to be in a soft-shell condition, to the tune of 10 per cent of the total population. Arnie J. Suomela, Master Fish Warden, said the area will be again thrown open, but not before the percentage of soft-shellers falls below 10.

New Baby. In Tacoma, Washington, a tuna clipper, capable of operating three months at sea without making port, was being outfitted by Puget Sound Boatbuilding Corporation. The vessel, as yet un-named, will be sister ship to the *Sun Traveler.* When completed, she will be 121-feet long and designed to accommodate 15 men, in addition to her Captain. Her owners are John J. Petrich and John Breskovich of Tacoma. She is to operate, upon her completion sometime in February, out of San Pedro, California, extending as far south as the coast of South America.

South

Operation Francaise. To put it in vernacular, the French Society of South American Economic Studies apparently copped an outstanding Sunday punch on American fishing interests, the ramifications of which, inadvertantly or not, were no better explained than in Director Charles R. Carry's informative bulletin put out by the National Canners Association October 8. "The Embassy of Ecuador," states the bulletin, " . . . made available to Fishery Products Division a copy of Registro Oficial . . . containing Decree 1574. This decree embodies a contract between the Ecuadorean Government and the French Society of South American Economic Studies in which the Society is granted a number of important concessions, including the right to fish in coastal waters, in the waters around the Galapagos and the right to establish all types of installations necessary to the conduct of a fishing and processing enterprise. The Society is given the right to install these facilities either on the mainland or in the islands. In addition, the Society will not be required to pay import taxes of a general nature. The Society, on its part, however, is required to maintain in its directorate a representative of the Government, to sell all its industrial in manufactured products in Ecuador at fixed prices, and is required to perform certain additional activities, but is permitted to export any 'surplus.' It is specified that the Government may grant similar concessions to other enterprises."

Discrimination Out. American purse seine operators had the word of Ecuador's President, Galo Paza, that the recent decree opening the Galapagos Islands to net fishermen would not be Indian-given. George Webb, San Pedro, California, manager of the Fishermen's Co-op, returned after a two weeks stay in Ecuador, during which time he conferred with various officials regarding the "fight" between bait-boat fishermen and purse seine operators. Paza, as well as other officials, understood that the "propaganda against purse seiners is based on the gear fight between the two types of fishing boats," Webb said. "Elected officials I contacted also assured me that they understood the situation and did not intend to discriminate against seiners."

Tabulations. The State Fish and Game office at Terminal Island, California, said a total of 21,946 tons of fish were delivered to port canneries in August, while July's deliveries added up to 12,424 tons. The report, made early in the month, disclosed that the largest amount of a single species of fish hauled in was 4,361 tons of sardines, taken for the off-season packs. Other species included albacore, 3,698 tons; bonito, 1,734; jack mackerel, 2,912; Pacific mackerel, 2,673; skipjack, 1,745.

On The Nose. Clinton B. McKinnon of San Diego, California, who wants people to vote him in as U. S. Congressman on the Democratic ticket November 2, proved that he not only had an eye out for commercial fishing's ballot potential, but that he knew something of the industry's headaches. "Commercial fishing's biggest benefit," he

(*Continued on Page 27*)

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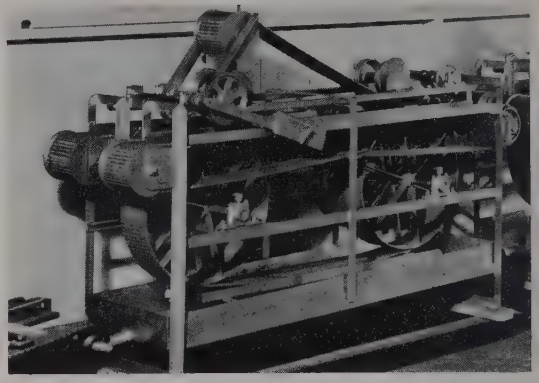

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PURSE SEINER

(*Continued from page 23*)

the size of the mesh openings may be regulated so as to capture only fish within a limited size range, and avoid catching other sizes. It is suggested, therefore, that the sardine fishery of this State should return to gill nets, which would (1), Reduce the total catch from the present excessive amounts, (2), Raise the price paid to fishermen, thus eliminating the profit in sardine reduction plants, so that the catch would be used for canning, and not converted into oil and meal, the practice responsible for the present depletion of supply, and, (3), limit the catch to adult sardines that had made their contribution toward perpetuating the species by having spawned two or more years.

We must agree that a return to gill net fishing would reduce the total sardine catch; undoubtedly would eliminate reduction plants, and could govern the sizes of fish in the catch by adjusting the size of mesh in the gill nets. The sudden limiting of this fishery to gill netting would be a very drastic and heroic treatment for present ills, and we question the desirability of arriving at the above mentioned three goals in the manner necessitated by the use of gill nets. If sardine fishing should be confined to gill nets only, the quantities of fish caught would be so greatly reduced that only a small volume of high-priced product could result. It is doubtful if the gill net catch would (a) be in sufficient volume to support canning operations, (b), be low enough in price to permit the canned product to compete with other canned foods, and, (c), fully utilize that portion of the sardine supply that could be taken safely each year without causing overfishing. The cure might be so severe that it would kill the patient. It would seem that our sardine fishery might be sensibly managed without resorting to such extreme, and probably unnecessary, measures. Up to the present, the evidence indicates that our remaining sardine supply is sufficient to support, without over-utilization, a reasonable canning industry. Apparently it would not require an excessive quantity of sardines to maintain a canned pack equal to the average pack of past years; provided, of course, that all the catch would be used for canning. There remains the proposal to take only the larger sardines by use of gill nets of the proper mesh size. In this fishery the legally open season readily can be adjusted so as to confine fishing to the winter months, when the large, mature

(*Continued on Page 27*)

Milady

By DOROTHY HARVEY

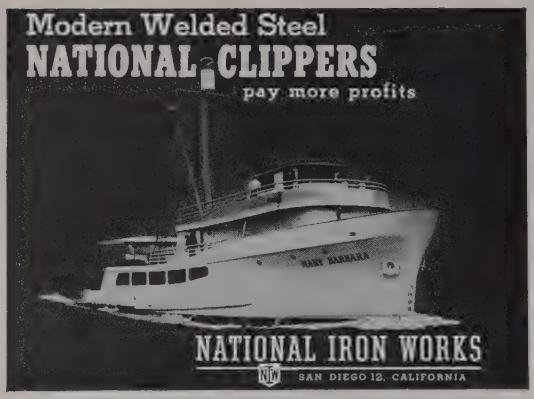
STORIES dealing with fish, or fishing, are popularly believed to represent little, if any, sparkle or color, and, if this is so, it has been my pleasure to discover in the past two months a pair of exceptions dealing with these elements peculiar to *Neptune Rex*. They were, to say the least, *filets* of literature. The first was a book entitled *Fisherman's Pier*, authored by James Clifford Safley, Managing Editor of the San Diego *Union* Newspaper. It was a warm, delightfully human story treating with characters who fish off the Old Municipal Pier at Oceanside, Calif.

THE other, a little volume called *Old Mr. Flood*, was a narrative written by Joseph Mitchell, and published by Duel, Sloan, and Pearce Inc., New York. As cure for a blue mood, two dollars couldn't be better spent. Mr. Mitchell exercises from cover to cover a racy illuminating style. His humor is, in tone, characteristic of that employed by the *New Yorker* Magazine, and, in point of fact, a condensed version of the book, broken into three parts, appeared in different issues of The *New Yorker* between 1944 and 1945. The jacket cover of *Old Mr. Flood* is as calculated to explode a laugh as is the story; the lower portion of it being cluttered by fish barrels and littered with fishmongers with that please-buy-before-they-rot look in their eyes.

THE book is divided into three parts, entitled, in chronological order, *Old Mr. Flood*, *The Black Clams*, and *Mr. Flood's Party*, and, although the stories are interlaced, each presents a tale within itself, and the yarn, throughout, is packed with lovable old characters second to none, save perhaps Mr. Flood himself. The story, set in New York, revolves around a wholesale chowder emporium called Fulton's Fish Market, the seafood stalls along the waterfront, and Mr. Flood's beloved Hartford House; the latter a drowsy waterfront hotel occupied by elderly mariners retired on pensions or savings.

THE author's ninety-three-year-old subject is not typical of many old men one might meet today, for most people, upon reaching an advanced age, naturally become reconciled to the fact that they are soon to die. Not so Mr. Flood. Because of his desire to remain a member of the living for a self-set period, his one ambition, at present, is to exist until the afternoon of July 27, 1965, when he will be one-hundred-and-fifteen-years old. Mr. Flood, a two fisted Scotch-Irishman who calls himself a *Seafoodetarian*, attributes his ninety-three healthy years to the eating of all types of seafoods, and the reason, says Mr. Flood, is that "Everything else has been improved *and* improved *and* improved to such an extent it ain't fit to eat." As for its preparation, he believes "that old Italians are the best. Then comes old colored men, then old mean Yankees, and then old drunk Irishmen. They have to be old; it takes almost a lifetime to learn how to do a thing simply. Even the stove has to be old. If the cook is awful drunk, so much the better. I don't think a teetotaler could cook a fish. If he was a mean teetotaler, he might." With exception of butter, sauces, onions, and, occasionally, baked potatoes, Mr. Flood rarely has eaten anything but seafood since 1885; has his natural teeth and hair, and is in generally sound condition. He prescribes the eating of oysters, so far as medicine is concerned, as cure for almost any malady.

UNLIKE his cronies at Hartford House, who spend the greater part of their time studying the obituaries of local papers to see who is Out Living Who, Mr. Flood begins his day at five, with a cup of black coffee and a good cigar, and later is quite frequently prone to do a little tippling, even at the expense of a *Katzenjammer*, which is his term for an over-whelming hangover. Mr. Flood, a cocky, loveable, old fellow who parades the waterfront, extracting from it nothing but time, *lives* in Mitchell's pages.



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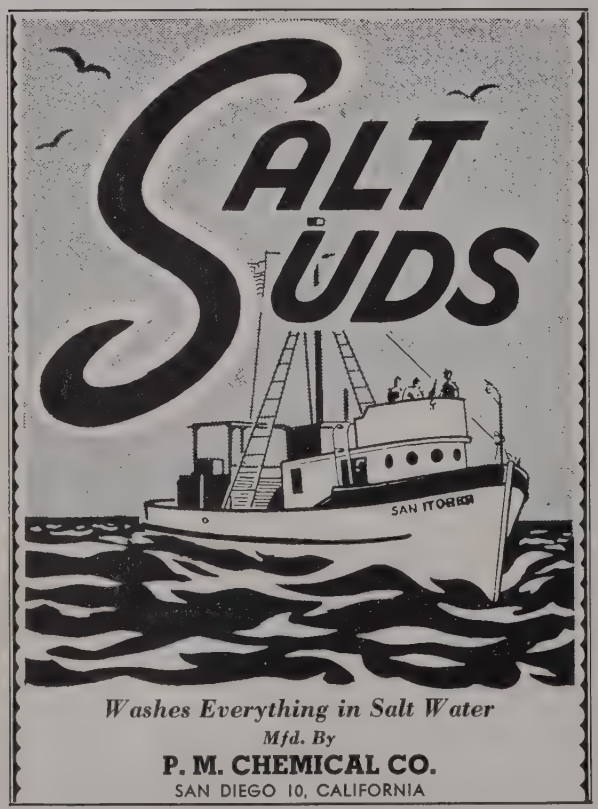

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EBB'N FLOW

(*Continued from Page 23*)

told a waterfront group in San Diego, will come from a closer working agreement between the State Department and the Department of Interior. Now, with the Interior group operating the Fish and Wildlife Service and the State Department negotiating with foreign governments on fisheries matters, the industry is in the middle. Also, there are upwards of a million Federal dollars set aside for exploration of new tuna and tuna-like fishes. Much of this appropriation probably will be wasted, because the actual exploration is scheduled for areas too remote to benefit San Diego-based tuna boats. The situation, he added, "could use some *very* serious thought."

Emissary. Panamania President Enrique Jimenez received a petition from Paul A. Sullivan, Balboa C.Z. agent for U. S. tuna boats, requesting the latter be allowed to appear before an investigation committee appointed to thresh over activities of foreign fishermen operating in Panama waters. Sullivan said he was sure that any investigation would disclose benefits derived by Panama from the tuna boat fleet anchoring at Panama. Regarding a complaint that the sardine supply in Panama Bay is being depleted by operation of foreign fishing craft, Sullivan said that under current law, this would be "impossible," added that studies concluded by U. S. Department of Commerce, through Federal Fish and Wildlife Service, bare out his contention.

Personified Penmanship. In San Pedro, California, letters mailed to friends, relatives, and mere acquaintances by the Save Our Fishing Industry Committee were, to postmen, starkly reminiscent of the heaviest Christmas card loads on record. The messages, urging a *No* vote on Proposition 15, the net fishing ban measure on the November 2 ballot, had very nearly reached the 100,000-mark and had been amassed over a period of two months. San Pedro Postmaster Leon Dwight put on eight extra clerks to handle the deluge, and October's mailings brought to nearly 150,000 the number of letters dispatched by the Committee in opposition to the Proposition. Volunteers worked constantly at Committee headquarters to have the letters, collected in October, ready to mail on what the group termed M-Day. The letters point out that, if voters approve Proposition 15, the commercial fishing industry would be virtually knocked out. The Proposition would ban round haul and purse seine fishing from Point San Simeon to the Mexican Border, within three miles of the coast and the channel islands. About three-fourths of the sardines and mackerel canned at San Pedro are caught in these waters. Meanwhile, Marty Medak, Committee chairman, continued his tireless scourging of the suggested measure. More than 4000 jobs on fishing boats, in canneries and allied industries such as suppliers, are at stake, said Medak. Besides this the proposition would shut off a big supply of protein food. California sardines were used throughout the nation.

McKinnon
Nail-on-the-head

This is the first time, too, Medak pointed out, where initiative petitions had been used in an attempt to knock out one of the state's major industries. If it is approved the only way the ban could be lifted was by circulation of more initiative petitions and voter approval of repeal. The Save Our Fishing Industry committee includes members from various businesses and clubs and organizations. "These people realize," Medak said, "that unless the commercial fishing industry can be saved from such discriminatory legislation, San Pedro's economy will suffer a severe blow."

East

Power And Glory. Commerce Department officials in Washington, D. C. predicted that Southern California would get the second Pacific Coast free foreign trade zone, and the fourth in the United States. This, the gentlemen averred, would be because of the tremendous increase in population and commerce in the local area. The Los Angeles Harbor Department's application for commerce department approval of the San Pedro, California, harbor area as a free foreign trade zone was moving swiftly through department channels, and was ready to go before the foreign trade zone board. The board was scheduled to study the application aand attached exhibits which form the basis of the request for creation of Southern California free foreign trade zone. It either could approve the application or call for additional hearings in the Los Angeles area. If the board decides it wants additional evidence of the need for a San Pedro free foreign trade zone, the Los Angeles hearings would be conducted by a three-man

(Continued on Page 29)

PURSE SEINER

(Continued From Page 25)

sardines predominate in the catch. A resort to gill nets would not be necessary in order to regulate the sizes of fish caught. Furthermore, if the catch was an amount comparable with the annual replacements of young fish, and, if we were maintaining a normally stable breeding stock in the ocean, it would not be a serious consideration whether the annual catch was made up of large sardines or mixed sizes. The relationship between the amounts of fish harvested and the replacements from spawning is the question of greatest concern.

These are a few of the disputes over purse seining in this State, and only the high spots of these few are touched upon here, for the questions have many complications, and furnish subject matter for argument far into the night. We are confronted with serious depletion in our two largest fisheries: Those for sardines and mackerel. In the management of the State's fisheries resources, we need to face the facts and intelligently carry out our policy already adopted—that of business-like management on a basis of sustained yield, by balancing harvests against replacements so as to maintain a full breeding stock in our waters. Fisheries management cannot legislate the abundance of young fish that shall be spawned. The annual catch *can* be regulated, and, in this way, the breeding stock in the ocean can be built up or depleted, which, in turn, influences the abundance or scarcity of the young fish spawned by the breeding stock. The key is proper control of the amounts harvested each year. If the volume of annual catch is held to the proper limit, it will make little difference how the proper amount is harvested. It would seem, therefore, that sound economics would call for the limited harvest being gathered by the cheapest and most *efficient* fishing gear possible, so that at least a part of the saving in production costs could be passed on to the consumer.

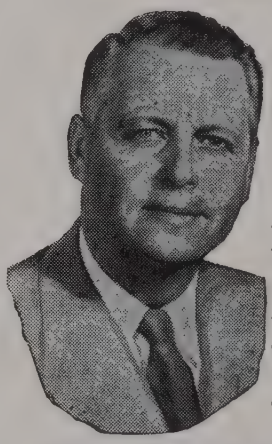
LET'S BE SENSIBLE

(*Continued from Page 13*)

been the sole, or at least the principal, cause of the present lack of abundance. It may well be that these fish move in 50 year cycles. The discrepancy of today may be repeated in 1998, and may have been preceded by a similar lack in 1898. If there is no commercial fishery in 1998, then there will be no measure of abundance, just as there was no measure in 1898, because then there was no commercial fishery.

Measures designed to indirectly control the take, as by the closing of vast areas to commercial fishing, are not only fallacious in themselves, but also give an unnecessarily biased measurement of the abundance of the fish in the water. The sole reason for any control is thereby lost. *A limitation on fishing just for the purpose of limiting can be no earthly use.* The only reasonable purpose for any limitation on fishing is to hold the population of fish in the water at a level which will continue the supply in successive years in the abundance which the fishery will reasonably produce. This is a problem in population dynamics which cannot be solved by political maneuvering or loose thinking. It requires hard and consistent work over long periods to get at the facts, coupled with careful thinking to correctly analyze the facts collected. Then, and only then, can proper and effective controls be established.

Our own Bureau of Marine Fisheries has been doing the hard work for many years, and has available a vast amount of data. The Bureau already has established those controls which it believes necessary so far as knowledge has now advanced. Industry has co-operated in assembling the data and in establishing the controls. This is an orderly procedure, and is the procedure prescribed by the people of California through their legislature. Some of our people believe we should abandon this policy. Their proposed substitute is to reserve this ocean fishery for the sole use of those who eat what they catch, and to finally forbid the sale of ocean fish on the market place just as the sale of venison has been barred. The proposed new policy would not only wreck an industry. It would waste a natural resource. It is as much a waste of fish to permit them to die of old age when they could be used for food as to permit trees in the forest to similarly die when they could be used for lumber. The waste of food is always wrong. The waste of fish now is criminal. The people should not permit this change in policy. The decline in the commercial catch, regardless of its cause, can be remedied not only without injuring the commercial industry, but, in fact, greatly benefiting it by establishing a constant level of catch. The proof of this lies in the reestablishment of the halibut population in the Northwest under the Canadian-United States treaty. The people will benefit directly by the wealth produced by the fishermen and indirectly by an added supply of protein food. The future of California and the Pacific Coast requires the careful use of every resource. The present policy, with respect to sardines, will carefully use this resource.



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Remember also, that the Salt Water Fisheries Sub-Committee has taken NO steps concerning Tuna and allied Fishing legislation without consulting Congressman FLETCHER.

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FUTURE

(*Continued from Page 14*)

rectly above the *Zooplankton* school. This first film of oil had single direction *Polarity*. A second, *Non-miscible* film of oil, with a *Polarity* at right angles to the first, was then superimposed. The result was an absolute *opacity* of the surface, and, true to form, the *Zooplankton* immediately began its *vertical ascent*. In the meantime, the smelt school had been located, a smaller school cut out from the main school, and headed toward the rendezvous. To speed up the progress of the smelt school *Audio Lures*, emitting a sound pattern particularly attractive to smelts, were trailed ahead of the school.

Meanwhile, the *herders* of the original *Louvar* school had accomplished a *two dimensional migration*, having raised their school from 300 to 50 fathoms, and approached within some three miles of the selected feeding area. Here a word about these remarkable *Audio-Lights*. They are disc-shaped in cross section and approximately one meter in diameter. They are gyroscopically referenced and thus can be readily turned upon any axis. Vertical movement is controlled by a drag line. Their acoustical range is from 30 to 60,000 cycles, and the flood light is of 50,000 candle power. *Audio* impulses are picked up from a short wave, frequency-modulated broadcast from the parent patrol ship on such a tight beam that two *Sleds*, one hundred yards apart, can receive different broadcasts on the same frequency without mutual interference. So accurate has been the recording classification and reproduction of fish *talk* that some large schools have been *herded* in the above manner for many months. Several of these schools, with their audio *Bell Wethers*, have been known to traverse the California Current from Alaska to the junction with the Equatorial Current, and back again. Maurauders are allowed to feed along the edges of such schools, but are soon detected and cut-out, or themselves corraled if they show signs of breaking up the main body.

To return to the *Louvaris Imperialis*.

The rendezvous had been successfully concluded, and the *Louvar* had fed on the smelt, which had previously fed upon the *Zooplankton*. The skipper of the patrol boat had, this morning, decided that it would be more economical to get rid of his school than to hunt more food for it, and had so notified the area *Substations*. They, in turn, had reported to the *commercial fishermen* in their sector. We had, by then, come into visual contact with the patrol boat, and the Captain was engaged to radio communication with the patrol captain. There was, I noted, considerable activity among the crew of the *Silver Strand*, and suddenly, without warning of any kind, the sea about us was literally filled with the bodies of thousands of fish. All of them floated belly up or flat upon their sides. I thought at first that they were dead, but closer examination revealed that they wriggled aimlessly about, for all the world as though they were drunk.

As indeed they were!

Drunk on noise! Completely unable to balance themselves in swimming position, and unable to control their swim bladders. As our *Sled* churned through

(*Continued on Page 33*)

MR. MONTGOMERY

(*Continued from Page 19*)

mercial fishing guns in the business. These names include, in various advisory capacities, such examples as Wade Ambrose, head of Westgate Sea Products Company and executive committeeman of the National Fisheries Institute; George A. Wallace, formerly general manager, American Tunaboat Association; Mel Marsh, president and general manager, South Pacific Canning Company, and president California Fish Canners Association; F. K. Bernardini, assistant general manager, Peoples Packing Corporation; Earl Nielson, general manager, High Seas Tuna Packing Company; James B. Lane, vice-president, Westgate Sea Products Company; H. Edmund Bailey, Bailey Equipment Company and commodore of the Pacific Coast Yachting Association; John Bate, port director of the city of San Diego; George A. Dew, vice-president National Iron Works; George W. Kettenberg, Jr., manager Kettenberg Boat Works, and Otto Kiessig, owner-manager, Sport Fishers Incorporated. Whatever the reason for this backing, which, in addition, has been bolstered by the San Diego Chamber of Commerce, the fact remains that the National Fishing Show is unique; the first of its kind in the United States, and is deserving of the success it is guaranteed if for the sole reason that its robust, expensively-dressed co-producers are not only underwriting it themselves, but are putting in about thirteen hours a day on its production. Some of its success, of course, may be explained in recent remarks made by Montgomery and Pool. "Ideas," said Montgomery, "are the only things except hard work that pay off." "And adherence to detail," added Pool.

EBB'N FLOW

(*Continued from page 27*)

panel composed of a board-appointed examiner, the district Army Engineer and the Los Angeles area Collector of Customs. A foreign trade zone, which would give sea-borne commerce in Southern California a shot in the arm, is an area set aside where foreign merchandise may be landed without passing through customs. San Francisco is the only west coast free foreign trade zone. The other trade zones in the country are New Orleans and New York. Seattle and San Antonio, Texas have applied for similar designations, but the Los Angeles application will be acted on first.

Open Sesame. Waters of former Japanese-mandated islands in the Pacific perhaps were scheduled to undergo a large-scale frisking for new tuna banks; several San Pedro and San Diego, California, commercial firms were interested in the exploration. So said the State Department in Washington, shortly after it opened to commercial fishermen the waters inclosing the Marshalls, Carolines and Mariannas, under U. S. trust since July, 1946. The Department refused to point out the firms interested. Informed observers saw the move as a big break for California's fourth largest industry; one that had been awaited somewhat impatiently. Resources available in the Pacific had been running low or were located in territories where there had been grounds for dispute with foreign competitors over fishing rights. Waters surrounding the island groups are rich in fishery resources, especially tuna. High

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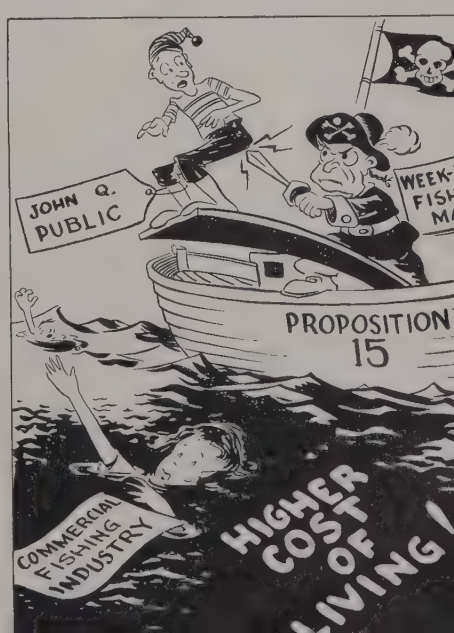

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EBB'N FLOW

Commissioner of the territory in trust would control operations.

Red Pans. Snook, of all things, became the subject for heated discussion on the Florida coast. A leading game fish of Florida waters, the snook, highly-edible, is a favorite object among the sports angling crowd. A mass meeting was held at Naples, on the Florida West Coast some time ago, during which commercial and sports fishermen hashed over the question of whether or not snook should be held commercial or non-commercial. Sports fishermen, of course, jumped into the fray with the opinion that snook should belong to them alone, and the discussion had a humorous twist that could apply anywhere in the world where fish are caught. According to reports, here's what happened, and, it is assumed that red faces became the keynote of the occasion:

"Pappy" Turner, well-known commercial fisherman of Naples, astounded those present at the meeting by saying: "A lot of you fellows claim to be righteous sports fishermen and I think you mostly may be as righteous as I am. I will lay my cards on the table and call your hand about snook. "My snook nets are worth $15,000. I will hang them all up and never net another snook, if you will prove that your motives are on the table like my cards. "I ask that you work for a law to take snook off the commercial list and let no one sell a snook any more than one can now sell a black bass." The many sports fishermen present, who admitted having sold many a pound of snook, became guiltily self-conscious and for the most part remained silent. It was believed, however, that sentiment in favor of making snook a non-commercial fish will grow and that legislation to this end may be enacted at the next legislative session.

Texas Shrimp. Shrimping on the Texas Gulf opened slowly, with the Port Isabel docks getting only 14 barrels on the second day of August. Catches of 25 barrels were reported from the Galveston, Freeport, and Sabine areas, while the biggest haul of the day was in the Arkansas Pass and Rockport sections. Sixty-four barrels were turned over to fish houses there. The picture changed, however, by the middle of the month. Shrimping had begun to take on major proportions, and Galveston landings at that time had totaled 218 barrels.

The last week of August showed a

(*Continued on Page 33*)

Waterfront Observer

By JOHN DE BECK

THE next time you feel like swearing at a tuna, hold your tongue, brother, for he's probably cussing blue blazes at you. And science can prove it. Hundreds of thousands of dollars each year are being spent by the Government and various Universities to study the mating call of the mackerel, and hundreds of phonograph records have been made of conversations between babbling barracuda. Much of this higher scientific research is being conducted right here on the coast, mostly at and around La Jolla, California.

Joseph P. Maxwell, superintending scientist at the Navy Electronics Laboratory on Point Loma, California, also has a lot to say on the sounds made by *Pisces*. Maxfield, who was with the Bell Laboratories for more than 31 years, is considered one of the nation's leading authorities on sound. Sitting in his office at the Lab, which is guarded by the toughest security of any military establishment in the area, Maxfield said: "The other evening I spent several hours at home listening to records of the underwater sounds. At first I couldn't determine one from another, but after a couple of hours I found I could recognize one fish from another, as well as other sounds." The scientist did not add if he was able to understand the recorded conversations.

THESE studies have not been limited to fish. No, indeed. If you want to make a sound scientist's heart pound with glee, just introduce him to a family brawl among a school of snapping shrimp. Not only records, but color motion pictures have been made to illustrate such arguments. Science, it seems, is not letting us down. We are still progressing. The medical profession has entered into the commercial fishing field, and this time with a stomach blow. We are now told that fish are *not* brain food. No longer, in other words, can we hope to get our kids through the fourth grade examinations by subjecting their gullets to grunion or sandwiching sardines for lunches. Now we're told that the kids will be able to count just as well if we feed them on yak milk or Irish stew.

WHAT will happen to the fishing industry? Will it be materially effected by this punch? We think not. The same medical profession that blasted our fondest dreams has come up with another idea designed to make the commercial fisherman have hope of again rolling in gold. The profession says millions of dollars annually are being thrown away by the fishermen who gut their fish and toss the insides into the water. This must stop, the profession says. The insides of a fish contain valuable food. Instead of throwing them away, they should be preserved, pickled and eaten. Information for the uninformed department: The latest library-size Webster's International dictionary lists the following definitions for the word *Fish*: *1.* In the broadest sense, a designation of amost any exclusively aquatic animal — vertebrate or invertebrate. *2.* Any of numerous cold-blooded, strictly aquatic, water-breathing, *Craniate Vertebrate* having limbs developed as fins, with tapering bodies covered with scales and ending in a broad caudal fin. *3.* The flesh of fish, used as food—especially in distinction from *flesh*, as *flesh* of animals and fowl, the *flesh* of birds. *4.* A piece of wood, iron or other rigid material, fastened alongside in order to strengthen it. *5.* A *person* resembling a fish, as in "slipperiness," "desirability," "stupidity," etc., as in *a queer fish*. *6.* Either of two groups of stars. *7.* A purchase used to *fish* the anchor. *8.* A symbol used in many diverse religions. *9.* A verb denoting an attempt to catch fish. *10.* To seek to obtain by artifice as *to fish for information*. *11.* To hoist the flukes. *12.* To fertilize land with fish droppings.

NOT mentioned in Webster, but which, according to a newspaperman friend, should be mentioned as additional information: Fish, using terms numbers one and/or two, may be found in large bodies of water. They may also be found in smaller bodies of water.

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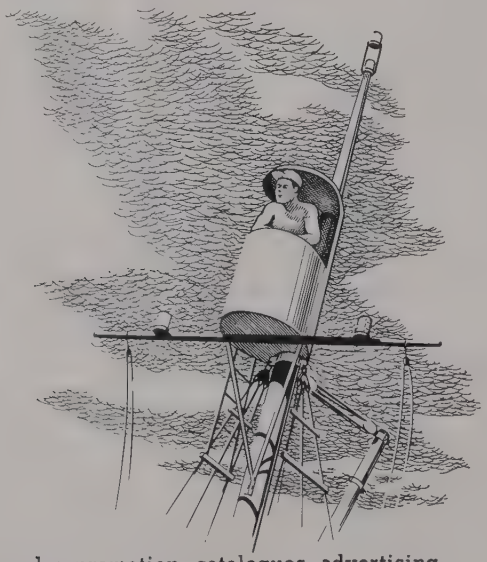

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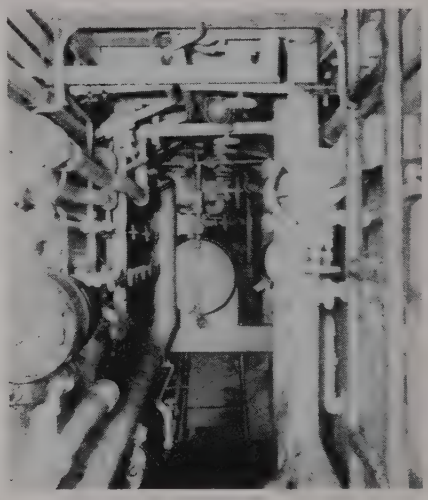

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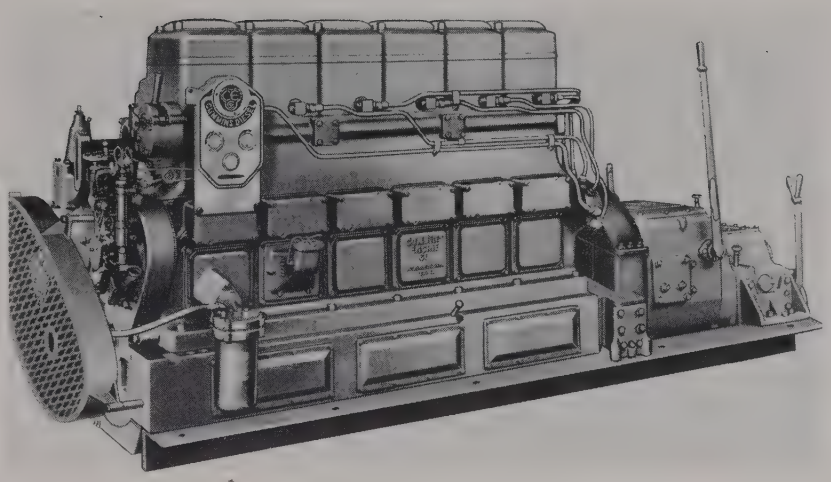
EBB'N FLOW

(*Continued from page 81*)

continued increase in shrimp production. Daily catches at Galveston, Freeport and Sabine Pass were 268 bbls., at Arkansas Pass and Rockport, 261 bbls.; and Port Isabel, 88 bbls. With the opening of the bays on September 1, many boats, which had been idle since inland waters were closed July 15, resumed operation. Advance predictions regarding Fall bay shrimping were not released by official sources, but bait boat operators who were unrestricted by the closed season, had reported an increasing supply of shrimp in the bays in late August. This was especially true in Corpus Christi Bay. Several trawlers built at Texas ship yards and by individuals will be completed by opening day of the Fall shrimping season. Imports through Laredo and Brownsville, Texas, from Mexico for the week ending August 13, totaled 103,734 lbs., of which amount 34,563 lbs. were shrimp. For the week of August 6, 95,910 lbs. of sea food came from Mexican waters. Of this amount 29,461 lbs. were shrimp. For the week of July 30, 85,945 lbs. were imported, of which amount 37,866 lbs. were shrimp. Marine products landed at Texas ports during June, according to the Texas GFOC, totaled 921,954 pounds. Of this amount redfish totaled 32,998 lbs.; trout, 31,545 lbs.; flounder, 12,118 lbs.; drum 19,725 lbs.; redsnapper, 73,378 lbs.; gafftop, 10,464 lbs.; shrimp, 722,972 lbs.; and crabs, 308 dozen.

Disaster. Twelve men who escaped when the tuna clipper, *America*, burned 450 miles off the California coast, and about 10 miles off the Mexican coast, told the story of the disaster upon their arrival in San Diego. The fire spread so fast they got away with only the clothing they were wearing when the 115-foot vessel exploded into flame. Anthony Moniz, 27, of Oakland, the radio operator, said he barely had time to flash a distress signal. "I was lucky," he said. "I got off with four shirts and a pack of cigarets. Most of the boys could save nothing." Capt. Pedro C. Neves, 50, of San Diego, reported that an explosion blew out the engine room doors a few minutes after the last man aboard jumped into a lifeboat. Neves, who was managing owner as well as skipper, said the clipper was valued at $125,000 and that the loss was covered by insurance. He and the others were picked up and taken to San Diego by the clipper *Anna M*, homeward bound from tropical waters.



Machinery DeLuxe

The increasing demand by sea-faring men for the Model LM-600 Cummins Marine Diesel is one of the chief subjects along West Coast waterfronts these days. Above is the Six-Cylinder Engine with Capitol Reverse and Reduction Gear.

Coast Guard Again. The vessel, *J. B.*, a 47-footer with four aboard, was towed to Newport Harbor by the Coast Guard after she was disabled 14 miles southwest of Newport Harbor.

The cabin cruiser *Dot-L*, disabled 21 miles southeast of Anacapa island light Saturday morning, was towed to coast guard moorings here. Owner Frank Phillips of Newport and one other person were aboard.

Short Shots

Imports. The first shipment of any size since the war from Norway was received in the U. S., consisting of around 470,000 pounds of cod and haddock fillets. Coming at the end of the third quarter, the 2½ cent duty rate applied. During the first week of the new quarter, a shipment of 3,376 cases of cod and 1,767 cases of haddock fillets came in from Iceland at the low rate of 1⅞ cents. It was understood that Iceland is changing from the 7-pound package to the 1-pound package with a view to selling more fillets in the United States, N.F.I. reported from Washington.

Food Talk. Dr. D. A. FitzGerald, who heads up the food end of ECA in Washington, held his second scheduled conference with representatives of trade associations concerned with food. For the fourth quarter of this year, purchases to be made by ECA countries from the U. S., four commodities lead the list: (1) Wheat, grain, and flour. (2) Coarse grains, such as corn. (3) Cotton, and (4) Fats and Oils. All other foods compared to the above are insignificant in point of volume. Chief fish items, according to FitzGerald, will consist of salt fish destined for Italy and Greece which will be purchased from Canada and Newfoundland. Starting in January, a forward procurement policy will be inaugurated in ECA

(*Continued on Page 34*)

FUTURE

(*Continued from Page 29*)

this carpet, the crew selecting the choicest of the fish, other boats began to arrive. Soon a full score were criss-crossing the area; sinking deeper into the water as their holds filled with the shiny, silver fish. The holds of these commercial fishing *Sleds* are actually *deep-freeze chambers*, and, as the fish are taken from the water and literally frozen alive, they keep *perfectly fresh for any length of time*. By 1500 we were loaded to capacity and heading back to San Diego, which we reached at 2300. During the return trip Captain Pholmanwies was occupied with lengthy radio communications with shore bases. I was not unhappy, however, to be alone upon the bridge, where my eyes were free to roam over the limitless expanse of the Pacific. To amuse myself, I calculated that the Pacific Ocean occupies about 10% more area than all of the earths' land above the sea; that the productivity of the land is limited to a few inches of topsoil, whereas the ocean produces in abundance to a depth of 1000 feet or more, and that we have nothing on the land that we cannot obtain in greater abundance from the sea.

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EBB'N FLOW

(*Continued from page 33*)

which means that buying of futures will supplant the present method of buying on a sort of catch-as-catch-can basis. By reason of some countries in the program failing to get in their requirements, there has been an admitted lag in buying. This will be corrected by the first of the year when every country should be in the fold with its requirements.

While California commercial fishing interests are beating the bushes in an endeavor to beat Propositions 6 and 15 in November, another limitation on commercial fishing will go before Oregon voters. Through an initiative bill, traps, seines, and setnets would be barred on the Columbia river in the salmon fishery. Gillnet fishermen joined hands with sports groups to help put the proposition across at the November election. Fishermen who operate with fixed gear claim that the gillnet fishermen already take 68.7 per cent of the salmon and that the measure before the Oregon voters is not a conservation one. Generally speaking, industry approves of the measure, but it's a sad plight that there wasn't some get-together along the line. As expressed by one N.F.I. member: "Sports taking advantage of fish controversy to divide and conquer."

Coming on top of increases sought by the Railway Express Agency, the railroads came in for the fourth time since the war and asked the I.C.C. to hike their freight revenue 8 per cent. Known as Ex Parte 168, the application will be heard by I.C.C. on November 30. In Washington, D.C., preliminary discussions by the National Fisheries Institute with Agriculture's Transportation officials are under way. With the wage increase announced last week for REA employees, it is felt in many circles that the Express Agency, prior to the Nov. 30 hearing, will request an additional increase over and above the 8%. As it looks now, the fishing industry will feel duty bound to make a solid fight.

Far Eastern Strategy. The army was saying nothing about its policy, or the lack of it, toward a possible revival of the Japanese merchant marine. Concerned about what the national policy will be toward future Japanese shipping in international trades, American shippers, through the National Federation of American Shippers, asked William H. Draper Jr., assistant secretary

(*Continued on Page 35*)

EBB'N FLOW

(*Continued from page 34*)

of the army, for a statement on the present army attitude toward the former enemy nation's position in water-borne commerce.

While Draper replied there was no definite policy, American shippers are alarmed over a report that Japan would be permitted to rebuild immediately her merchant fleet to a level equal to that of 1930-34, or approximately 4,000,000 gross tons. Presumably, the army, Gen. Douglas MacArthur's supreme command in Japan and the Far Eastern commission will determine ultimately the shape and size of the future Japanese merchant fleet, but the federation has suggested that the United States examine carefully any plan to rebuild the former enemy's fleet. While the federation explained to Draper that American shipping interest have no ambition to monopolize commerce in the Pacific ocean, the U. S. flag owners don't relish the idea of having to compete against a revitalized Japanese merchant fleet with its cheap labor and its government-subsidized operations. The federation pointed up the value of the large pre-war Japanese merchant fleet in preparing Nippon for world War II as a warning sign. Instead of an international merchant marine, the federation suggested a policy that restricts Japanese shipping primarily to the domestic trades. The federation also questioned the justification of raising Japanese participation in international shipping to a relatively higher level than is enjoyed by the U. S., particularly when such stimulation of Japanese economic recovery must be made at American expense. The federation told the army that it would not be fair and just to improve the economic stability and living standards of a recent enemy to a point substantially superior to that of recent allies in the same geographic area.

Oyster Embargo. According to a telephone report received in Washington, D. C., from Canada's Deputy Minister of Fisheries, Stewart Bates: First response to Charlie Jackson's National Fisheries Institute telegram, which asked Canada how come the embargo was lifted on certain items of fruits and vegetables and not on oysters, brought forth a "no" answer. Now comes a Bates reply that oysters are being considered along with some other food items to again be permitted to move in unrestricted trade channels. It is not likely, however, that the embargo will be lifted before the first of the year.

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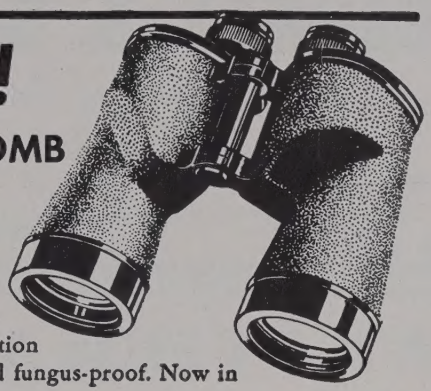

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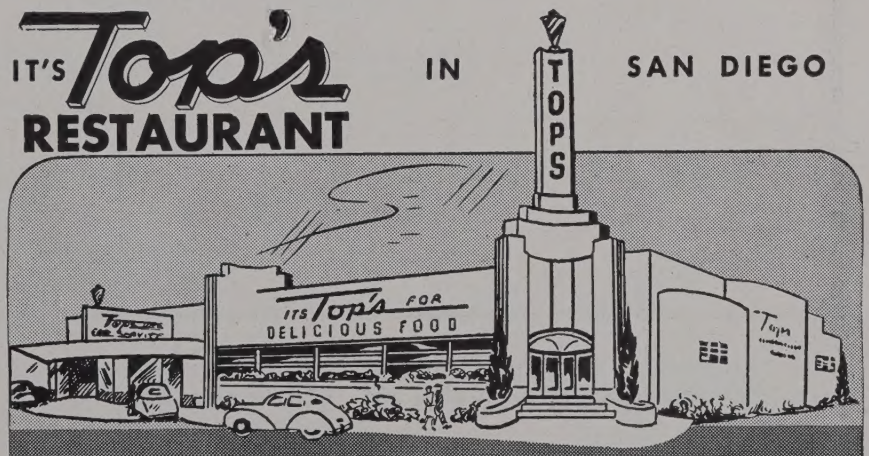

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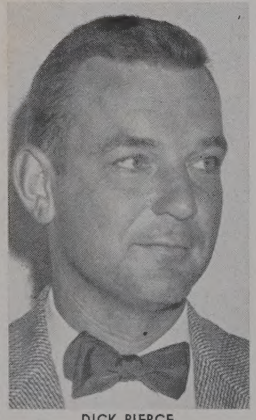

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